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WRECKS AROUND NANTUCKET

1664 - 1915

THE LAST PORT

COMPILED BY
ARTHUR H. GARDNER

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SCHOONER EVELINE TREAT WRECKED ON MIACOMET RIP. RESCUE OF THE CAPTAIN. (See page 76.)

Wrecks Around Nantucket

Since the settlement of the island, and the incidents connected therewith, embracing over seven hundred vessels.

Compiled by

ARTHUR H. GARDNER.

The Inquirer and Mirror Press, Nantucket.

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Introduction to First Edition.

In presenting this book to the public, it may be well to say a few words in regard to the geographical position of the island, the nature of the coast, and the vast extent of dangerous shoals contiguous and stretching seaward for many leagues, which have ever proved a terror to mariners, and upon which so many noble vessels have "wound up their logs" for all time, consigning myriads of human beings to a watery grave.

The island of Nantucket is situated some thirty miles southeast of Massachusetts, is fifteen miles in length, with an average breadth of four or five, and presents a coast line of about seventy-five miles. Owing to the peculiar shape of the island, and the indentures made by the harbor, the coast line, especially on the northern side, is exceedingly irregular. A light sandy beach extends around the island, and with the exception of a small reef in Muskeget Channel and a few isolated ones in the immediate vicinity of the shore on the north side of the island and Tuckernuck, the coast is entirely clear of rocks. But equally to be dreaded is the vast extent of shoals which encompass it on every hand, and upon nearly every one of which some vessel has been lost.

The chapter of wrecks is, perhaps, one of the saddest, as well as one of the most interesting in the history of Nantucket. Lying as it does directly in the track of vessels plying between the principal American ports north and south of the island, the waves which dash upon its shores, or break in angry foam upon the shoals and rips near by, have reaped a harvest of shipwreck and death almost unparalleled upon the American coast. The list of wrecks, as now completed, dates back to the first settlement of the island by the whites, and embraces upwards of five hundred vessels. While many of these have been gotten off with more or less pecuniary loss to their owners, the number of those lost in the vicinity of the island, but not contained in the list, will never be known. Many a noble vessel, never heard from after leaving port, has laid her bones upon the dangerous shoals which intervene between the South Shoal Lightship and Nantucket. Parts of vessels have also drifted ashore, from time to time, of which no mention has been made in the list. Upon various buildings on the island the name of some ill-fated vessel, the figure head, or a portion thereof, may be seen displayed—striking reminders of the shipwrecks and disasters that have occurred upon our shores.

The record previous to 1800, and more especially that part of it embraced within the first century of the isalnd's settlement, is necessarily very meagre, but when we consider that in those early days, when the country was but sparsely pcpulated, and the chief dependence of the settlers lay in their own agricultural productions, but little maritime commerce was carried on, and that mostly in open boats, it will be seen that a wreck on our island then must have been a rare occurrence, and therefore that portion of the list is not so incomplete as it might appear.

Owing to the precautions taken by Government for the better protection of mariners, the number of disasters upon our shores have perceptibly diminished of late years. The first lighthouse erected in the United States was built on Brant Point about the year 1746, and was placed there by private enterprise. It was a sort of tripod arrangement, resembling an inverted leach tub, and the light, which was placed in the top, could only be approached by means of a ladder from the outside. This structure eventually blew down, and was replaced by a more pretentious one, which was ceded to Government in 1759: The next lighthouse erected on the island was at Great (then called Sandy) Point. This also was erected by private enterprise and was ceded to the Government in 1784. The lighthouse at Sankaty Head was established by the Government in 1850. This light shows a brilliant flash of ten seconds duration once in every minute, and a fixed light during the remaining fifty seconds. Owing to the fact that the light on Gay Head is a flashing one, Sankaty Head light has been frequently mistaken for it, and a number of vessels have been stranded on the south side of Nantucket in consequence. In 1831, some fourteen humane houses were built by private enterprise, provisioned, and placed at various points around the island, that shipwrecked mariners might find food and shelter near at hand. The most of these houses are still standing. Some three years since, a building known as "Life-Saving Station, No. 14" was erected at Surf-Side, just east of the Miacomet Pond, and during the winter months, men from this station patrol the beach nightly for miles on either hand. The Massachusetts Humane Society have also erected a building in town and furnished it with apparatus to be used in cases of shipwreck.

The writer is under acknowledgments to Hon. William R. Easton, Captains Matthew Crosby, William Baxter, Samuel Winslow, Messrs. Alexander Starbuck, F. C. Sanford, Joseph S. Barney, I. & P. Macy, Hussey & Robinson, the Trustees of the Atheneum, and many others, for files of Nantucket papers, old records, and items of information, which have tended to increase the correctness and interest of the work now presented.

ARTHUR H. GARDNER.

Nantucket, Mass., August, 1877.

Introduction to Revised Edition.

The former edition of "Wrecks Around Nantucket" was compiled in 1876, and first appeared in The Inquirer and Mirror as a serial contribution. The interest it aroused prompted the author (who was a recent graduate of that office) to publish it in pamphlet form, and the proprietors, Messrs. Hussey & Robinson, kindly tendered the free use of their office and material for that purpose.

To cover the cost of paper alone for the proposed edition required an assured sale of 100 copies; but a preliminary canvass by the compiler failed to secure the requisite guarantee. Nevertheless he assumed the risk (?) and as that represented practically the whole outlay (the type-setting, press work and binding being done by himself) the venture proved fairly remunerative in the end.

Shortly after its publication the project of improving the entrance to Nantucket harbor to make it available as a harbor of refuge was brought to the attention of Congress, and the data contained in this work proved a valuable argument in support of the proposition. In fact, it was stated that the copies of the pamphlet on wrecks placed in the hands of the congressional committee aided materially in securing the favorable report which resulted in the construction of the jetties.

The edition, which was limited to less than 500 copies, was exhausted many years ago and its republication has been often urged and long contemplated, but other duties and interests have hitherto interfered. Now, after the lapse of nearly forty years, the author has yielded to renewed requests to again take up the pen and complete the record to date. A few corrections and additions have been made to the former list, which, supplemented by the record since its publication, swells the number chronicled by the revised edition to about seven hundred and fifty.

Many of these disasters have called forth deeds of daring and heroism by the hardy boatmen of Nantucket, who have never hesitated to risk their own lives to rescue shipwrecked mariners. The trained lifesavers of the several stations, who unflinchingly face danger and hardship and possibly death when duty calls, can receive no compensation other than their stipulated salary, but extra hazardous service by volunteer crews and individuals is recognized and encouraged by the Massachusetts Humane Society by the awarding of medals and money and on one or two occasions has received special recognition by the U. S. government. A list of recipients is appended to this work and is an honor roll of which any community might be justly proud.

Since the former publication three life-saving stations have been added—one at Coskata in 1883, one on Muskeget in 1883, and a third at Great Neck, Maddaket, in 1891. The crews of the four stations patrol some twenty-five or thirty miles of the most dangerous

Wrecks Around Nantucket

[There is an old Indian tradition that some time previous to the settlement of the island by the whites, a French ship, having on board a quantity of specie, came ashore at the east end of the island in a severe storm, and was driven up into what is called the "Gulch," a trifle to the westward of Siasconset, and wrecked. The island at the time was so thickly wooded in that vicinity that they were compelled to cut their way through the forest to reach the Indian settlements. Such is substantially the tradition, as remembered by many of our older inhabitants, and it is submitted for what it is worth. That the story was not wholly regarded as a myth by our ancestors, is shown from the fact that the beach in that vicinity has been thoroughly dug over within a hundred years, in the vain hope of unearthing the ship's treasure, which was said to have been buried there.]

1664.

During this year, a vessel bound from the Vineyard to Boston was wrecked on the island, and all on board were drowned, or killed by the Indians. Among those murdered was a Christian Indian named Joel, a senior at Harvard College, and son of the Indian preacher, Hiacoomes.

1669.

June 6th, a canoe, containing John Barnard and his wife Bethia, Eleazer Folger, Isaac Coleman and an Indian, in crossing from the Vineyard to Nantucket, was upset and all the occupants were lost, with the exception of Eleazer Folger, who clung to the boat, and was drifted onto a shoal where he could reach the bottom. He succeeded in turning the canoe over, and with a ploughshare that was tied to it, bailed the water out. He then got into the canoe, and being very much exhausted, went to sleep. When he awoke, the canoe was ashore near Morris Island, Cape Cod. [The wife of John Barnard was Bethia Folger, daughter of Peter and Mary, and an aunt of Dr. Benjamin Franklin.]

1673.

July 5th, a Dutch ship called the "Exportation," commanded by Isaac Mellyne, from New York, bound to Holland, loaded with 90 barrels of whale oil, 83 hogsheads of tobacco, 473 pieces of logwood,

and 150 cows' hides, was cast away abreast of Siasconset in the reign of Charles the Second. Tristram Coffin was appointed agent for ship and cargo. The cargo was all saved, but the ship was lost.—[W. C. Folger MSS.

1678.

September —, a French ship, Capt. Bernard LeMoyne, with a cargo of hides, was wrecked on Nantucket Shoals. This wreck was "the occasion of considerable acrimony" among the early settlers. Tristram Coffin was at that time Military Governor of the island, then under the rule of New York. By his order the ship was wrecked, so far as it would pay, after which he abandoned her to others, with the very best intentions, but she was soon taken possession of by the people, and divested of the balance of her cargo, etc. Mr. Coffin was reported to Governor Andros of New York, who at once put him under court-martial and trial. While the proceedings incident to this case occupy considerable space in the early court records, they shed little or no light upon the character and destination of the vessel or the circumstances attending her loss. In one place she is referred to as having been "cast away by some of Capt. Bernard LeMoyne's men," in another as "the ship that was brought on shore by John Rogers, who appeared to us to have command of the ship." Mention is made of Dutch prisoners on board and of Dutchmen who assisted in saving the cargo. From returns to the court by Tristram Coffin it appears there was saved from the wreck "2016 hyds valued at £403-4s; I cable, £44; 1 sayle £6-10s; 2 pieces hassar, £11; 1 anker, £13 —Total £477-14s." Also, "3 gunes" and some other articles left on the island. Among the disbursements enumerated are "396 pounds bife put aboard fower vessels for the duch men's diat, £4-19s; 4 fat wethers, £2; money given 6 wounded men £3; 4s each to 5 duch men to bare there charges from Salem to boston £1." The court allowed him one-fifth of the salvage and credited him with his disbrusements "on account of some duch prisoners left on the island and what was paid Willaim Worth for his wound, amounting in all to £135-11s," charging him with the balance £343-10s, which he was ordered to pay. As to pay this would impoverish him and he had not profited by the transaction he applied to the governor for a reduction of the fine. Meantime John Gardner had succeeded Mr. Coffin as Chief Magistrate on the island and likewise wrote the governor in his behalf. Mr. Gardner's letter to Governor Andros, portraying the excellent character of Mr. Coffin, is full of charity, good feeling and neighborly disposition. The governor considerately compromised the matter, on payment of "an hundred & fifty pounds boston money," Mr. Coffin's sons Peter and James paying the fine for him.

Another vessel was lost on the island about the same time.

1691.

May —, brigantine "Dolphin" was wrecked on this island.

1692.

During this year, a vessel was lost on Nantucket Shoals and two passengers drowned.

1704.

November —, some horses, barrels and lumber came ashore on the island, probably from some wreck.

1724.

March 5th, a brig, Capt. Foster, from Surinam, was lost on the island.

1744.

October 30th, a small sloop, bound from Nantucket to the mainland, with eight people on board, was lost on Horse Shoe Shoal, and all probably perished, viz.: David Folger, master and owner, his son, Richard Swain, and another white man, two Indian men, a squaw and a pappoose.

1746.

During this year, a large sloop, Capt. Langstaff, bound from Boston to Philadelphia, drove ashore high and dry.

1756.

January 1st, a vessel, Capt. Paddock of and for Boston from North Carolina, was wrecked on or near the island.

1760.

December —, a sloop of 80 or 90 tons from North Carolina to Boston was stranded on the Bar and abandoned.

1761.

December 6th, a sloop with a cargo of flour came ashore on Great Point. One of the crew, a boy sixteen years of age, perished with cold. The vessel and cargo were totally lost.

1766.

October —, a vessel, Capt. Pinkham, was burned while "trying out."

December 29th, a schooner, Capt. Simms, from Martinico, was wrecked on Great Point.

1770.

January —, a vessel, Capt. Child, from Maryland to Boston, with a cargo of wheat, was wrecked on the island. The vessel was totally lost, and the cargo badly damaged.

November —, a sloop from the Vineyard, Capt. Ephraim Pease, was wrecked on the island.

1771.

December 6th, English sloop "Paoli," Delap, of and for Halifax, N. S., from Philadelphia, was cast ashore on Great Point during a violent gale and snow storm. All on board succeeded in getting ashore, but Captain Delap and the mate, Mr. Otis, both natives of Barnstable, perished on the point. Two of the sailors attempted to walk to town and perished on Coatue point. Two others and a boy named John Weiderhold, succeeded in reaching a barn at Squam, and placing the boy between them, covered themselves with hay and kept from freezing. The vessel was discovered from town next day, high and dry on the beach. Had they remained on board all would have been saved. The boy Weiderhold thenceforth made Nantucket his home and his descendants are still living here. In the old "Gardner's burying ground" may be seen side by side two quaintly carved tombstones, erected to the memory of the captain and mate, bearing the following inscriptions:

"Here lies buried Capt. Thomas Delap of Barnftable Son of Mr James Delap & Mrs. Mary his wife he was caft afhore on Nantucket Decembr ye 6th 1771 & perifhed in ye Snowftorm There Aged 26 yrs 7 Mos & 11 days"

"Here lies buried Mr. Amos Otis of Barnftable Son of Solomon Otis Esqr. & Mrs. Jane his wife he was Caft afhore on Nantucket December ye 6th 1771 & perifht In ye Snowftorm there Aged 34 yrs 5 Mos & 11 days"

1774.

Janaury —, a brigantine from the We t Indies, bound to Newburyport, was wrecked on the island; two of the crew were frozen.

June 10th, schooner "Lowden," Capt. Peleg Swain, and sloop "Rochester," Capt. David Squires, left the island in company, bound on a whaling voyage to the coast of Africa, but soon afterwards struck on Great Rip, about fifteen miles from Sankaty Head. A boat's crew from the sloop attempted to carry out an anchor, with a faint hope that they might be able to get the vessel off, but the sea ran so high they were compelled to drop the anchor under the bows. The boat was carried over the shoal, and not being able to regain the sloop, they made the best of their way back to the island, coming in round Great Point. A vessel was immediately sent to the relief of those in peril, but returned next day without having made any discoveries. There was hope that the remaining crews might be saved; accordingly a large number of the inhabitants patrolled the shore and kept a constant lookout. The quarter-deck of the sloop separated from the vessel nearly whole; the crew, thirteen in number, got upon it and endeavored to gain the shore. Their only provisions consisted

of about three-quarters of a barrel of flour and a jug of rum. By daylight they succeeded in reaching the southeast part of the island, whence they travelled to Siasconset. The crew of the schooner did not fare so well. Their boats being dashed to pieces, they made a raft of spars, and without provisions of any kind, with paddles and pieces of board, attempted to gain the shore. In the evening of the same day on which the other crew landed, they got within a short distance of Siasconset. The tide was sweeping them by undiscovered by the people of the village. They then hallooed with their united voices many times. Their cries were first heard by an old woman, who lay dying in one of the houses in the village. She insisted that she could hear voices on the water, but it was supposed that her mind was wandering, and no attention was paid to her statements. They were at length heard by others in the village, and responded to. A boat was immediately sent off, which took them from their perilous situation and brought them ashore, exhausted with hunger and fatigue. But for the fine weather they must inevitably have perished.

1777.

November —, an open vessel, with a cargo of lumber, was wrecked on one of the small islands near Nantucket in a severe storm. Three men, two white women, and one negro woman perished. Two men were taken from the wreck thirty-six hours after the storm, and carried to Nantucket by some Indians.

1782.

January 1st, a whaleboat, containing seven men, who were going on board a brig anchored back of the Bar, was upset in attempting to cross the Bar and all the occupants were drowned.

1784.

July —, a vessel, Capt. Canady, bound from Tobago, West Indies to Boston, was wrecked at the back of Nantucket. Nothing saved.

1793.

October 17th, ship "Sally," Capt. Daniel Richards, of Haverhill, was wrecked on the southwest side of the island.

November —, a sloop belonging in Provincetown, Capt. Simmons, bound from Passamaquoddy to Providence, with a cargo of fish, oil and grindstones, went ashore on Sandy Point.

1794.

February 2d, sloop "Good Intent," Briggs, of Newport, was lost on Smith's Point Island.

1795.

November 25th, a vessel, commanded by James Scott, was lost on Coatue.

November 25th, a sloop, Capt. Dunham, was lost on the north side of the island.

1796.

December —, ship "Julian," Capt. Ingrahm, from Charleston, S. C., to Boston, was lost on this island.

1798.

August 14th, brig "Sally," Rutherford, of and for Newburyport, with a cargo of coal, was lost at Low Beach.

[We find from an old record that "the winter of 1798-9 set in cold and blustering early, accompanied by a number of storms, in which many have suffered shipwreck, and two strangers were cast ashore at the back of Great Point."]

1799.

December 3d, a schooner, bound from Boston to Baltimore, struck on Tuckernuck Shoal and lost her rudder, one cable and an anchor. She drove from thence on to the Bar, and finally went ashore in the Chord of the Bay, on the inside of Great Point. Her cargo was discharged, and she was gotten off the 28th of the same month.

1800.

February 28th, a schooner, bound from Martinique to Old York, got among the shoals to the eastward of the island, in a severe storm of snow, wind and rain. She lost her large cable and anchor, carried away her foremast, and drifted about with wind and tide, but finally got out of her perilous position, and came in here for repairs.

October 18th, ship "Charles," Captain Hall, from Bombay to Boston, with a cargo of spice, bales of cotton and cotton cloth, was driven ashore on Smith's Point Island in a severe storm of wind and rain. The cargo was about all saved and the vessel was sold at auction for $780. She was gotten off some time the following month, but went ashore again on Muskeget and became a total loss.

December 1st (or thereabout), a schooner from Georgia, loaded with live oak, was cast away at the back of Great Point. The vessel and cargo were subsequently sold at auction for $92. Most of the cargo was saved.

1801.

February 14th, ship "Portland," John Dicks master, of and for Portland, from Havana, with a cargo of four hundred hogsheads of molasses, went ashore near Smith's Point, for want of a pilot. Her cargo was discharged into lighters; the vessel probably went to pieces.

April 10th, a sloop, Abraham Hodge master, bound from Boston to Philadelphia, with a cargo of rum, gin, soap, etc., was run ashore

near Sankaty Head, having lost her captain, who was swept off the bowsprit while handling the jib. The vessel was half full of water when run ashore and soon afterwards went to pieces. Out of the whole cargo, only twenty boxes of soap were saved.

April 10th, a schooner, bound from Boston to the West Indies, loaded with provisions and lumber, drove ashore in the Chord of the Bay; she probably got off.

1802.

August —, brig "Mary," bound from Boston to New York, was lost on Tuckernuck Shoals.

December —, a schooner, loaded with tar and cotton, was cast ashore on Smith's Point.

1803.

January —, a large brig from Turk's Island, belonging in Portsmouth, having on board a cargo of 6,666 bushels of salt, was cast away at the west end of the island, near Hither Creek. The mate, in attempting to get ashore, was swept off and drowned. The cargo was lost, and the vessel became a total wreck. She was sold at auction for $120.

Same month, ship "Semiramis," from the East Indies, bound to New York, with a cargo valued at $500,000, was lost on Long Shoal.

February 4th, the New Bedford packet, "Aurora," in coming in over the Bar, struck and bilged. The crew and passengers came ashore safely in their boat. The vessel was stripped of sails, rigging, etc., and sold at auction as she lay, for $158. An unsuccessful attempt was made by the purchasers, on the 8th, to raise her by lashing two vessels down to her at low tide. On the 11th, she drove from the Bar towards Brant Point in a gale from the north, and went to pieces.

October 31st, a schooner brig, bound from New York to Bristol, was driven ashore near the mouth of the Creeks in a heavy N. N. E. gale.

1804.

January 7th, brig "Fame," Capt. James Pitts, from Boston to Norfolk, loaded with rum, fish, candles, shoes, cheese, etc., went ashore on the inside of Great Point and bilged. The cargo was considerably damaged, and the vessel was subsequently sold at auction for $100.

January 18th, a schooner belonging at Cape Cod, Capt. Sears, from Alexandria to Boston, with a cargo of flour and raisins, went ashore at Smith's Point, bilged and filled with water. The crew got ashore with considerable difficulty, all of them being frost-bitten.

The cargo was saved and brought to town, and the vessel sold at auction for $41.

April —, brig "Joanna," Brown, of Gloucester, went ashore on Great Point, but was subsequently gotten off.

October —, schooner "Republican," Solomon Boston, master, loaded with staves, came ashore on the outside of Great Point, near the lighthouse; the crew were saved. As soon as the vessel struck, the captain took his wife, who was on board at the time, in his arms, jumped overboard and swam ashore. The party were kindly cared for at the lighthouse. The wreck was purchased by George Swain, keeper of the light, for $50, and broken up.

November 12th, a brig, of and for Portsmouth, from Martinico, Capt. Doane, with a cargo of sugar and molasses, went ashore at Low Beach. She had met with bad weather on this coast, sprung a leak, had all her sails blown away, and the crew were completely beat out. Only about forty hogsheads of molasses were saved; the vessel went to pieces.

November —, a schooner, Capt. Reynolds, loaded with lumber, came ashore on the inside of Great Point; probably got off.

[In addition to the above vessel, a number of others were cast ashore during the winter, the particulars of which the writer has been unable to learn.]

1805.

February 10th, an hermaphrodite brig, Capt. Lee, from Surinam, with a cargo of molasses, came ashore at the east side of the island. The cargo was principally saved and sold at auction, bringing from 48 to 67 cents per gallon. The vessel beat up to high water mark, and was sold for $278.

December 30th, brig Eliza, Capt. Matthew Dole, of Newburyport from Martinico, went ashore at Low Beach.

1806.

January 28th, a schooner, having on board 680 barrels of flour, was driven from her anchorage at Chatham in a gale, and grounded on Great Point Rip. The crew, who were on shore at the time of her breaking adrift, were unable to get to her by reason of the gale. She remained aground just a week, then floated off and went to sea; 170 barrels of flour in all were saved.

March 24th, sloop "Julian," Capt. Reuben Ramsdell, bound to Boston, with a cargo of oil and candles, was cast ashore on Great Point, in a heavy gale of wind accompanied by snow. The crew and cargo were saved. Two other vessels went ashore at the same time. A brig, from Virginia to Boston, with a load of coal, anchored about seven miles northeast of the Point, cut away both masts and rode out

the gale in safety, but was soon missing. Considerable damage was done to the shipping in this port; several vessels sunk, and many were otherwise injured. Ship "Fame," which had just arrived from a Cape Horn voyage, drove ashore to the southward of South Wharf.

August 24th, ship "Olive," from New York, with a cargo of coffee, sugar, cocoa and oil, lying at the Bar, drifted over during the night and bilged. The greater part of the cargo was damaged by water. The ship was subsequently sold for $234.

1807.

November —, sloop "Packet," Brown Coffin master, was wrecked on the Bar.

November —, whaleship "Cato," of this port, Solomon Folger master, got on to the north end of Great Rip. With great difficulty and expense she was brought to the Bar, where her cargo was discharged. The ship subsequently went to pieces.

1808.

March —, brig "Thomas & Mary," from Norfolk to Boston, with a cargo of flour and tobacco, went ashore on Great Point.

1809.

January 15th, a schooner pilot boat came ashore at Low Beach.

1810.

February 9th, a brig, Capt. Calvin Bunker, from Cape D'Verde, with a cargo of salt, grounded on the Bar. She floated with the tide, with loss of rudder and boat. The wind blowing very heavy from the northward forced her by Brant Point and into the harbor.

March 5th, schooner "Susan," Capt. George G. Hussey, which left this port for St. Bartholomew the day before, was wrecked on or near the South Shoals, and all on board perished. The wreck was fallen in with two days later, with masts, boat and deck gone, and flour, sperm candles, etc., floating on the water; seven boxes of candles were picked up.

1811.

February 23d, schooner "Caroline," from North Carolina to Plymouth, loaded with tar, ran ashore at the south side of the island, near the head of Hummock Pond, in distress, having lost cables, anchors and boats at Low Beach two days before. They were out of water, had but very little provisions of any kind, and the vessel was leaking badly; added to this the weather was very cold. She went ashore about sundown. People from town immediately went to their relief They found the water breaking all over the vessel and the crew in the shrouds. She lay so far from the shore that they could

not be relieved until two men were sent to town for a coil of rigging. They were gone four hours and in the meantime one of the crew fell into the sea and was drowned. The rest, by means of the rope, were hauled ashore, almost lifeless with cold, hunger and thirst, and were comfortably provided for. The cargo was mostly discharged, and the vessel sold at auction for $40; also the sails, rigging, etc., and fifty barrels of tar, at $2.25 per barrel.

March 6th, brig "Ocean," of this port, Capt. Samuel Gelston, from Rio Janeiro, with a cargo of hides and honey, came round Great Point with a N. E. wind, which soon increased to a heavy gale, accompanied by a smothering snow storm. At 1 p. m., she went ashore in the Chord of the Bay, on the back side of Coatue. She had had an unexpectedly long passage and their provisions were nearly exhausted. The vessel and cargo were probably saved.

December 24th, a small sloop from Connecticut, bound to Chatham, with a load of provisions and wood, went ashore in the Chord of the Bay. The crew and one woman passenger landed in their boat, and continued on the beach and under the boat until noon next day, when they were brought to town in a suffering condtion, by a boat that went up, notwithstanding the weather was very cold. The vessel bilged and probably went to peices.

December 24th, a sloop of 90 tons burthen, bound from Portland to Boston, with a load of cord wood, was driven ashore on Smith's Point Island and bilged. She was sold, with thirty cords of wood, to the inhabitants of Tuckernuck, for $54.

1812.

January 18th, a large ship from Lisbon, bound to Boston, in ballast, went ashore on Muskeget and bilged.

December —, a sloop from Connecticut, bound to Chatham, with provisions, etc., was wrceked in the Chord of the Bay.

December 21st, English ship "Sir Sidney Smith," a prize to the American privateer "General Armstrong," of New York, struck on Bass Rip, off Siasconset, and all on board perished within sight of the people on shore, who were unable to render them any assistance. The crew took refuge in the shrouds, and some were seen to fall off into the water from time to time as their strength gave out or they became numbed with cold, until finally the vessel rolled over and sunk, burying the remainder with her. Notwithstanding it was extremely cold, the mail packet, Capt. Childs, with a crew of volunteers, had started to go to their relief, but was compelled to put back on account of the weather. Nothing was ever recovered from the wreck, although she had on board a very valuable cargo.

1813.

January 4th, a vessel broken in two came ashore at Nobadeer. She proved to be the English ship "Queen," a prize to the American privateer "General Armstrong," and her cargo of assorted merchandise was strewn along the shore from Siasconset to Miacomet Pond. The shore was immediately lined with hundreds of people, who worked day and night to secure the property, but with no regard for order, each one helping himself to whatever he could lay hold of. Carts plied day and night between the shore and town, and fires and lanterns were kept burning on the beach. The goods consisted of hundreds of hogsheads of bottled porter, sauer kraut, cheese, hams, ready-made clothing, duck, hats, a large number of bales, trunks and boxes of costly goods, &c., &c. The value of the goods was variously estimated at from $10,000 to $40,000, but what became of them all does not now appear, as they were carted off in the manner described and secreted; there are, however, sundry articles which came from the Queen in existence upon the island to this day, preserved as souvenirs. At the time of her capture, the Queen was bound from England to Demarara, with a cargo invoiced at £100,000; she was taken by the priviateer after an action in which several were killed and wounded. The privateer took out about $50,000 or $60,000 worth of watches, jewelry, etc. Agents for John Barnard, master of the privateer, came here after the goods, but were unable to find many of them. Law-suits and trouble ensued, not only with the agents, but among the people themselves, who charged one another with stealing rescued goods. Dead bodies were washed ashore from time to time the following month, and men were engaged all summer in saving such part of the cargo as had sunk back of the surf, as pig iron, large boiler guns, grindstones, white lead, cutlery, etc. They employed an Oyhee man, who dove to bottom and slung the articles, which were then hove ashore by means of a capstan. Had John Barnard succeeded in getting his prizes, the "Sir Sidney Smith" and the "Queen," into New York, they would have yielded him an independent fortune. A man named Joel West, who had worked at house carpentering on this island, was prize master of one of these vessels.

January 6th, a brig was discovered aground on Round Shoal, with a signal of distress flying. A sloop started to her assistance, but before she reached her, the vessel got off.

January 7th, a schooner was seen sunk on Long Shoal by the mail packet. The men were taken off by another vessel.

April 7th, brig "London Packet," a prize to the American privateer "Paul Jones," was seen off the south side of the island, in want of a pilot, and boarded by Henry Macy, of this town. She kept along shore until midnight, when a schooner was discovered standing

in for her. This so alarmed them that they put the vessel ashore to the westward of Miacomet Pond. The schooner then stood off, after being fired at several times by the brig. The brig was subsequently stripped and the wrecked material carted to town. When captured by the privateer the brig was bound from Cork, Ireland, to Madrid, in ballast.

—— —, Swedish ship "Princesson," from London to New York, stranded on Pollock Rip.

1814.

February —, a schooner belonging in Lyme, Conn., bound from Carolina to New York, with a cargo of cotton and peanuts, ran ashore at the southwest side of the island, near the head of Long Pond, and bilged. She had been taken nine weeks before by an English frigate and sent to Bermuda in charge of a midshipman (a boy) and three Irish seamen. For want of a navigator, they could not find Bermuda and were quite out of provisions when landed. They were sent to Boston and put on board the prison ship. The peanuts on this vessel were the first ever brought to the island in any quantity, and were looked upon with disfavor by many, who likened their taste to "raw beans."

March 11th, a sloop with a Spanish captain, from Havana, with a cargo of molasses, sugar and coffee, ran ashore on the southwest side of the island, near the head of Long Pond. Heavy west winds followed, which caused the sloop to bilge. About fifty hogsheads of molasses were saved, and the vessel was sold for $87.

May 22d, a neutral schooner belonging in Boston, from the West Indies, with a cargo of molasses, ran ashore at the south side of the island near the head of Hummock pond. The cargo was mostly saved, but the vessel probably went to pieces.

June 25th, Swedish schooner "Nordkoping," Nordstrom, from St. Jago (Santiago, also called St. James) to Boston, was run ashore near what is now called Wauwinet, at the head of the harbor. Some time previous she had been taken by a British cruiser, her register endorsed and she ordered off the coast. Rather than be subjected to a second capture and condemnation, they run her ashore. Most of the cargo was saved, carted across the beach, and brought to town in boats.

August —, schooner "Westerwick" was wrecked on the south side of the island, near the head of Hummock Pond.

October 10th, British ship "Douglass," a prize to the American privateer brig "Prince" of Neufchatel, grounded on Miacomet Shoal, while the latter was engaged in desperate battle off Maddequecham Pond with five barges sent from British frigate "Endymion," to capture her and retake the prize. It might be well to state that the re-

sult of the engagement, which lasted about thirty-five minutes, was that one launch, having on board forty-eight men, was sunk, and but two men saved; one containing thirty-six at the commencement of the action was captured, having had eight men killed and twenty wounded; the other three drifted from alongside the brig with the current, without a man to be seen in them. Another account says that one small boat containing only the surgeon and four men escaped to return to the "Endymion." The frigate, having lost fully one-third of her fighting force in this disastrous affair, stood westward and went out of sight. On board the "Prince of Neufchatel," several were killed, among whom was Charles J. Hilburn, of this town, who had gone on board as pilot. The wounded prisoners were sent ashore here and landed at Sesachacha, then a village of thirty or forty houses, where some of the more severely wounded died; those who were able to bear it were brought to town and cared for.* The Douglass lay aground on the shoal until night, when she floated off and headed to the eastward. She was afterwards run ashore at Sesachacha and became a complete wreck. At the time of her capture, she had on board a cargo of 421 hogsheads, 2 tierces and one barrel of sugar, 190 puncheons of rum, 6 hogsheads of molasses, 412 bags of coffee, 3 bags of ginger, 254 bales of cotton, and 28 logs of mahogany, and was bound from Demarara to Liverpool, where she belonged. The cargo was mostly landed from her, and many got the benefit of it. There were no wreck agents in those days, or rather every one appears to have been a self-constituted agent. It is even said that the Douglass was decoyed on shore by false information that another boat expedition was coming to attack her, and this induced the prize-master to run her ashore as a choice of evils. Whether any measures were ever taken in regard to the prize property of the Douglass, does not appear.

*A full account of the battle was published in The Inquirer and Mirror of October 11, 1914, the centennial anniversary.

1815.

February 3d, a boat from the Vineyard, containing four men, was lost in the ice at the south side of the island, and three of the occupants perished, viz: Freeborn Fisher, James Nichols and John Thaxter. One man named Allen Coffin, and a dog, succeeded in reaching a farm house occupied by Obed Marshall, two miles from the shore, in an exhausted condition. When they had recovered somewhat, the dog was sent back to the shore that he might be of service, should any of the others chance to be alive. He returned after a while bringing an axe in his mouth. Two of the bodies (Freeborn Fisher's and John Thaxter's) were eventually recovered.

April —, a brig, bound from Carolina to Portsmouth, with a cargo of cotton, was cast away on Tuckernuck; the cargo was saved.

September —, schooner "America" came ashore; probably got off.

October 28th, a sloop from Passamaquoddy, bound up North River, loaded with plaster, broke from her anchorage near the Bar, went ashore in the Chord of the Bay, and bilged. The sea was soon making a clean breach over her, exposing the crew to wet and cold. Two of them suffered to death, and a boy was washed overboard and lost. As soon as was practicable, a boat went out to her, took off the survivors, four in number, who were in a suffering condition, and the two dead bodies, and brought them to town. It was a severe storm and much damage was done in this vicinity. At the south side of the island the tide rose over the banks, in many places overflowing the land for some distance back. Mioxes valley was transformed into an ocean, the tide flowing up to within eighty rods of James M. Hosier's house, (the Obed Marshall farm, before mentioned, now owned by John H. Bartlett), and the water in the pond rose some five or six feet above the ordinary level.

1816.

December 16th, schooner "Susannah," Damon, with a cargo of potatoes and other vegetables, came ashore off Squam Pond and went to pieces.

1817.

June 15th, sloop "Mary," of Sag Harbor, Capt. Jonah Rogers, was wrecked on Nantucket Shoals. The crew were saved, but the vessel and cargo were totally lost.

October 18th, brig "William Todd," of Liverpool, Nova Scotia, from Turk's Island, bound to Portland, with a cargo of 6000 barrels of salt, went ashore at the south side of the island, a little to the westward of Miacomet Pond. The vessel and cargo were sold for $300. She was subsequently stripped of sails, rigging, etc., and again sold for $190.

October —, sloop "John," Capt. George Starbuck, was wrecked on the Black Flats.

October —, whaleship "Ganges" of this port, just arrived from a whaling voyage to the Pacific, grounded on Long Shoal coming from Edgartown. She was gotten off with considerable difficulty and an expense of $1200.

1818.

January 3d, a small vessel belonging at and for Westport, left here at 11 a. m. A gale coming on, she anchored near Cape Poge, parted her cable, came back and ran ashore on the opposite side of the harbor.

January 3d, sloop "Betsey," Capt. John C. Pinkham, from Baltimore, anchored in the Chord of the Bay, went ashore and bilged. She was subsequently sold for $11.

March 1st, a vessel from Baltimore, belonging to David Starbuck, of this place, became jammed in the ice, and was afterwards driven by the wind and ice onto the flats, where she remained for some time with her bow out of water at low tide.

September 8th, ship "Francis" went aground on the Cliff Shoals.

September 9th, two fishing schooners were driven ashore in the Chord of the Bay, in a gale.

September 9th, a ship from Calcutta, bound to Boston, got on to Tuckernuck Shoal. They cut away one mast, when she drifted over and came to anchor without further damage.

September 9th, a brig loaded with green fish, bound to Salem, got on to Little Round Shoal, lost one mast and set to leaking badly.

November 11th, ship "Ark," (new) left here for Oldtown, with a fresh wind from the west. She got by Brant Point, upset, and drifted on to the Black Flats, where she lay about a week, with her keel six feet above water, her yards on bottom, and six feet of water in her hold. She was finally gotten to the wharf and hove out, when some of her timbers were found to be broken.

December 20th, ship "Cicero," Edes, from Bombay to Boston, with an assorted cargo of indigo, cotton, block-tin, ginger root, wine, etc., valued at $150,000, grounded on Great Point Rip. Some boxes of tin were discharged to lighten her, but she still remained on the rip. Next morning they fired guns and set a signal of distress. Vessels and boats immediately went to their relief, but the wind soon after blew up, which prevented their taking much out, and a snow storm coming on, all hands left her at night, after setting the fore-stay-sail and lashing the helm to windward, to put her on shore, in case she came off the rip. The following morning the wind, which in the meantime had hauled to the eastward, blew a gale, and the ship drifted off and went driving to leeward with no one on board. She was boarded when abreast the Bar by parties from town, who let go both anchors and then left her. In letting go the anchors in a great hurry, the weather being very rugged, the cables were crossed, and one of them being of hemp soon chafed off. The other (a chain one) being insufficient to hold her, parted, and she drove on to Swile Island Shoal. Most of the cargo was taken out and shipped to Boston. The ship was finally sold with the remainder of her cargo (300 bales of cotton, some block-tin, etc.,) for $950, a great portion of which was saved, but the vessel laid her bones on the shoal. An attempt was made by the purchaser to get her off, with the intention of making her into a whaler,

but after spending the whole of his property in fruitless attempts, he was compelled to abandon her. She was owned by Israel Thorndike, of Boston, and though a loss to him, proved a great blessing to many of the poorer class of working men on this island. The "Cicero's" stern post remained projecting out of water for many years. Over thirty years later, a quantity of block-tin was recovered from what remained of the wreck.

1819.

October 10th, the mail packet, which left here for Falmouth, had proceeded as far as the Horse Shoe Shoal, wind S. S. E., when she was struck by a squall of wind, hail, thunder and lightning from the northward. The mast was struck by lightning and shivered to pieces, the bowsprit injured, and several on board knocked down and stunned. They let go the sails and run before the gale, expecting every moment to founder, but got back here all right.

December —, schooner "Commodore Barney," bound from Savannah to Boston, with a cargo of cotton, etc., ran ashore at Great Point. She mistook the light for that of some vessel and steered for it until she struck. The crew and cargo were saved, but the vessel drifted off to sea in a gale and was probably lost.

December —, a vessel from Connecticut, with a cargo of live sheep, cheese, butter, onions, etc., while lying at anchor near the Straight Wharf, was run into by ship Industry, of this port, which cut her in two at midnight. The weather was extremely cold and the men had barely time to reach the wharf in their night clothes, when their vessel sunk. The Industry, Capt. Amaziah Gardner, sailed from this port for Edgartown that morning, with a light breeze from the S. E., which soon worked up to a storm. When near Cape Poge, the wind shifted to N. W., and blew a gale. The ship was compelled to anchor near Round Shoal. The gale increasing with great violence, they cut both cables and sailed for Nantucket harbor, came in round Brant Point, and headed up for Straight Wharf. Capt. David Worth, who was pilot, intended to let her deaden her speed by running her way up the dock, but finding the passage blocked by both New Bedford packets, he run her into this vessel, which lay north and south at the same slip. Had the ship sunk in consequence of these two vessels blocking the way, their owners would have had to pay damage to the ship, but as it turned out, the owners of the ship had to pay for the Connecticut schooner and her cargo.

1820.

January 1st. [An old record to which the writer has had access states that on this day "seven vessels went ashore in a violent gale," but whether on this island or not does not appear.]

January 3d, a vessel loaded with wood drove on to the Bar. Fearing she would go to pieces, the crew took to their boat and landed safely. The vessel sunk inside the Bar and probably went to pieces.

January 10th, a schooner, from the Bay of Mexico, bound to Boston, with 160 bales of cotton, was cast ashore near Squam Head. The crew and cargo were saved, and the vessel was subsequently sold for $60.

January —, a vessel supposed to be a large sloop, apparently deserted, was seen near the "Old Man," at the southeast of the island. A vessel from town started to go in pursuit of her, but had to put back on account of the weather. The vessel probably went to pieces.

February 7th, a vessel from New York, Silas Coleman master, arrived back of Great Point in the ice, which prevented her coming in and finally forced her ashore.

July —, ship "Atlas," Capt. Robert M. Joy, when rounding Brant Point, upset, leaving her keel out of water. She was towed in to the wharf, righted, and sailed again to fit at the Bar for the Pacific Ocean. Her try pots, bricks, etc., are now at the bottom, never having been recovered.

1821.

January 4th, English brig "Catharine," Anderson, bound from Montego Bay to Bermuda, which had been off the south side of the island in distress for several days, having lost three men by hardship and sickness on the coast, was run ashore at Siasconset. She had very little cargo, which consisted of a few hogsheads of rum, some casks of old copper, and $5,000 in specie. The vessel sold at auction for $77.

January 7th, schooner "Deborah," Brewster, of Duxbury, from Fredericksburg to Boston, with a cargo of 850 barrels of flour, 40 of which were on deck, drove on to the shoals near Muskeget, hove over her deck load, but remained aground some time in the ice.

September 3d, British schooner "William," Harris, from Jamaica to Halifax, in ballast, went ashore on the north side of Tuckernuck. The crew and passengers landed on the island, and the vessel was sold at auction.

September 26th, schooner "Victory," Higgings, from St. Andrews to New York, loaded with lime, struck on Long Shoal and immediately sunk. The crew took to their boat, were picked up by a sloop, and landed on this island about noon.

1822.

May 21st, brig "St. Andrews," Kile, of and for St. Andrews, from Dominica, with a cargo of 20 puncheons of rum and some sugar, was run ashore near the lighthouse on Great Point in a thick fog; crew saved.

November 27th, brig "Adeline," Kempton, from Boston to St. Thomas, shipped a sea when near this island, which washed everything from her deck and carried overboard two men, who were lost. She lost boom, gaff, mainsail and boat, had her quarter stoven in, and put in here for repairs with three feet of water in her hold.

December 3d, schooner "William & Nancy," of Cushing, in ballast, was wrecked on the end of Pollock Rip. The crew took to their boat and reached Chatham next day. The vessel soon after drove off the rip and came ashore at the west end of the island in the afternoon, when she was boarded by Capt. Meltiah Fisher. Her fore-topsail and mainsail were set, the latter blown to pieces and the main boom broken. She was stripped of sails, rigging, etc., and was eventually gotten off and brought into port December 18th.

1823.

January 6th, schooner "Solon," Johnson, from Fredericksburg, Va., with a cargo of 750 barrels of flour, went ashore at Smith's Point in a heavy gale, but was gotten off next day after discharging about 250 barrels.

January 11th, ship "Hesper," which sailed from here the day before, was driven back by stress of weather, and went ashore near the Cliff. She was gotten off and sailed again February 21st.

January 12th, schooner "Strong," Hutchins, from Porto Rico, with a cargo of coffee, sugar, hides, etc., broke from her anchorage in Vineyard Sound, and went aground on Tuckernuck Flats. She was gotten off the following morning, after being lightened of part of her cargo, and brought into this port with loss of bowsprit, cable, anchor, etc., and two men badly hurt.

February 25th, brig "Holly," Allen, from Turk's Island to Boston, partly in ballast, with some coffee, struck on South Shoal, but got off with loss of cable, anchor and rudder. The vessel being unmanageable, and the wind blowing a gale from the N. E. at the time, they were obliged to cut away the mainmast. On March 8th they made the island, hoisted a signal of distress and were boarded by a pilot from the south side, who took them in over the Bar.

March 9th, sloop "Two Sisters," Hedge, left this port for Barnstable, but got aground on Coatue and bilged.

March 31st, schooner "Cashier," Humphreys, from Baltimore to this port, with an assorted cargo of 400 barrels of flour, copper, white lead, varnish, etc., went ashore on Tuckernuck.

September 29th, sloop "Iris," of this port, Capt. George W. Luce, bound to East Haddam, was struck by a squall from the northward at 7 p. m., and upset. At the time Cape Poge lighthouse bore

S. S. E., two leagues distant. It being west tide, the vessel drifted down towards the cape. The captain and three men who were on deck at the time were taken off by a boat from a vessel near by, at 2 o'clock the next morning. At 7 a. m., a boat from Edgartown took Capt. Luce from the vessel that had rescued him, proceeded to the wreck, which lay with only a small portion of her quarter above water, and rescued the captain's wife and one other woman from the after cabin by cutting a hole through a false window. One woman, named Eliza Cone, who was in the same cabin, had drowned before assistance reached them. A Methodist preacher named Crandall and one other man, who were in the forward cabin, were also rescued at the same time. The sloop was subsequently towed back to this port and repaired.

October —, schooner "Samuel Tyler," Midger, went ashore at Eel Point.

November 17th, brig "Reaper," from Matanzas to Middletown, Conn., with a cargo of molasses and sugar, drove ashore at the Cliff during the night. Her cargo was landed, and the vessel got off December 12.

December 17th, hermaphrodite brig "Cuba," Smith, from St. Thomas, W. I., to Boston, with a cargo of coffee and hides, went ashore at the west end of Tuckernuck, but got off two days later.

1824.

January 3d, schooner "William," Cole, (or Carver), put in here in distress, having been ashore on Muskeget.

January —, schooner "Superb" went ashore on this island; was gotten off.

February —, schooner "Culloden," Stitman, in distress off the south side, was boarded and brought in.

August —, schooner "Phebe Ann" was picked up and towed into port.

November 7th, schooner "Thetis," Cotton, from Monticello, Cuba, to New York, put in here in distress, having lost cable and anchor besides being considerably damaged in her hull by striking on the Bar coming in.

December 19th, a schooner loaded with logwood, fustic, etc., went ashore at Great Point during the night, but got off next morning.

1825.

January 4th, brig "Pearl," Atkins, of Duxbury, from the West Indies to Boston, with a cargo of molasses, coffee and hides, came ashore at Low Beach, about a mile to the west of Tom Never's Head.

Her cargo was all saved in good order. The brig lay upright all winter, and in the spring was screwed up and launched. She was uninjured and was carried to Boston.

March 25th, ship "Globe," of this port, Capt. Reuben Swain, 2d, grounded on the Bar, on her passage out, and subsequently drove up high and dry on Brant Point. She remained there until the 29th, when she was gotten off, having sustained no damage.

March 6th, ship "Improvement," from Edgartown, parted both cables during a gale, and went ashore near Eel Point.

March 26th, sloop "Sally" went ashore high and dry at Capaum, but was gotten off April 1st.

May 10th, brig "Diana," Stanton, from St. Thomas for this port, with a cargo of salt, struck on the Bar, bilged and sank.

August 18th, sloop "Augusta," Tibbets, from Augusta, Me., with a load of lumber, went ashore at Great Point. The crew and passengers on board were saved, but the vessel bilged.

November 2d, brig "Clio," of and for Saco, Me., from St. Eustatia, wtih a cargo of salt and sugar, went ashore near Tom Never's Head and bilged. The sea made a clean breach over her, compelling the crew to seek safety in the rigging. A boy 17 years of age, who was sick in the cabin at the time, was drowned. The mate in attempting to reach the shore, narrowly escaped drowning. The crew remained in the rigging until the next morning, when the sand had so accumulated around the vessel that they were able to wade ashore. The following day, the body of the boy was taken ashore and buried.

December —, sloop "Paragon," Lane, which had been aground, was brought in here and repaired.

December 9th, a wood coaster, Capt. Snow, from Mattapoisett, in entering the harbor during the night, got ashore on Brant Point and bilged.

December 13th, schooner "Susan," Thompson, of Bath, bound to Providence, with a load of lumber, having lost her mainmast, got ashore near the mouth of the harbor, and remained there until the 16th, when she was gotten off and brought in for repairs.

December 13th, sloop "Ranger," Small, from Portland to Newport, came ashore on the northwest side of Great Point and bilged. The cabin boy was drowned in attempting to reach the land. The remainder of the crew were saved in an exhausted condition.

December 15th, sloop "Hudson," Clark, from Boston to Providence, with an assorted cargo, came ashore near the "Ranger," but was gotten off and towed in here for repairs the following evening, with loss of sails, rudder, etc., and leaking badly.

1826.

October 24th, in the evening, sloop "Hector," Wade, from Bridgeport to Boston, with a cargo of corn, rye, etc., was run down and sunk near Tuckernuck Shoal by schooner "Curlew," Blanchard, from Virginia to Boston, with a cargo of coal and tobacco. The crew of the sunken vessel took to their boat and landed on Tuckernuck. The "Curlew" lost masts, sails, etc., and was brought into the harbor a perfect wreck. She was repaired and left here December 8th.

October 29th, schooner "Nelly," from Stonington for this port, broke from her moorings at the Bar in a gale, and drove up into the Chord of the Bay, where she stranded and bilged. Her cargo, consisting of cider, live stock, etc., was principally saved.

November 28th, brig "Rapid," Rice, from Guadaloupe to Portland, with a cargo of molasses, got ashore between Smith's Point and Tuckernuck. One man was lost. The cargo was chiefly saved, also sails, rigging, etc. The vessel became almost high and dry at low tide, but was eventually gotten off and repaired.

—— —, schooner "Urchin," with a cargo of 300 bales of cotton, came ashore at Squam Head. She remained there all winter, but was gotten off the following spring and made into a whaling brig.

1827.

January 22d, schooner "Nautilus" touched at the Southeast Quarter, the captain having mistaken his reckoning, but got off next day.

May 8th, schooner "Sally," Staples, from Matanzas to Boston, struck on the South Shoal and lost her rudder, but beat over and came to anchor. Before proceeding, the captain took an observation, and found himself to be in latitude 41 degrees, 5 minutes.

November 9th, brig "Francis Miller," Adams, from Middletown to St. Johns, N. B., with a cargo of mules, came ashore at Squam. The animals swam ashore, and the first intimation the people living in that vicinity had of the wreck was seeing them grazing in the pastures near by. One of the lighters, bound to the West Indies, with a portion of the stock on board, was lost on the passage. Schooner "Garland," also having on board part of the cargo, was totally lost near the mouth of the Kennebec river a short time afterwards.

November 9th, schooner "Independence," Hutchins, from Boston to Bristol, went ashore near the "Francis Miller."

November —, ship "Fame" drove on shore near Long Hill and bilged. She was afterwards gotten off.

November —, sloop "Planet," Capt. Charles Alley, drove ashore near Long Hill, and was wrecked.

December 16th, sloop "Traveller," Hiller, from Falmouth for this port, with a cargo of oil, struck on the Bar and bilged.

1828.

March 23d, brig "Sarah Ann," from Savannah to Boston, with a cargo of rice and cotton, was stranded on the south side of the island, near the head of the Hummock Pond. Her cargo was all discharged, and several unsuccessful attempts were made to get her off. She was driven far up towards the shore by the wind and surf, and was subsequently sold at auction, March 28th, to P. H. Folger and others, the hull bringing $127, and the spars, sails and rigging, $422.40. By a combination of fortunate circumstances, she was gotten off soon after the sale, brought into this port and fitted up, whereupon the owners claimed her on the ground that the captain had no right to sell the vessel for so small a sum. The matter being carried into court, it was shown by the defence that with the single exception of brig "Rapid," (November 28th, 1826) no vessel stranded on the south and west seaboard had been gotten off for twenty years. It was also shown that at the time of the sale the price paid for her was not considered low from the fact that the chances were against getting her off, and several who had attended the sale with the intention of bidding on her were unwilling to risk so much as was paid; and judgment was accordingly rendered in favor of the defendants.

April —, schooner "Sally," with a cargo of corn, came ashore at Low Beach.

July —, brig "John Harris," with a cargo of coal, was wrecked on Smith's Point.

December 3d, sloop "Polly" left here with a load for ship "Ocean," of this port, then fitting at Edgartown for a whaling voyage. She had gotten nearly to Cape Poge when the wind came out ahead and blew violently. She drove back, went ashore in the Chord of the Bay, and bilged, wetting the cargo, which, however, was saved with but little damage. A vessel was sent up harbor, inside of Coatue, and the cargo carted across land to her. The "Polly" was entirely lost.

December 14th, brig "Packet," from St. Petersburg to Providence, with a cargo of hemp and iron, was cast ashore at the south side of the island near Miacomet Pond, and immediately broke up. All on board, with the exception of the second mate (ten men) were drowned. He had gotten into the boat to cut her adrift, when a sea came and swept her clear from the vessel, carrying her ashore. As he gained the beach, he heard the masts fall and the cries of the men as they went down. It was very cold, and after travelling in the dark some distance, he discovered a light, which proved to be in the

lower part of "Newtown," where a woman had just died and they were laying her out. He told his pitiful story, but as the people were very much agitated and there was, moreover, no man in the house, they did not admit him, but he soon found a place where he was made comfortable. Human bones and limbs were picked up on the beach from time to time throughout the winter. Eight years later a bale of cloth, which had come ashore from the "Packet," was found bedded in the sand upon the beach, the outside of the bale being completely worn off, leaving the cloth cut up into small pieces, but otherwise uninjured, and it was folded in a napkin, made from this bale of cloth and carefully preserved as a memento, that the writer found the foregoing account.

1829.

February 11th, part of a schooner came ashore at the east end of the island in a storm.

February 26th, brig "Ann Eliza," Capt. E. M. Ripley, of Topsam, Me., from Palermo to Boston, with a cargo of wine, having lost her sails and been blown out of Boston Bay in a gale, drove ashore at the west end of the island, bilged and filled. One man was lost; the rest were saved, as was also the greater part of the cargo. At the time of the disaster, the "Ann Eliza" had on board the captain and mate of the French brig "L'Aimable," which vessel she had fallen in with at sea in a wrecked condition, and rescued her officers and crew, but the latter had left the vessel and swam ashore at Fayal.

March 22d (Sunday), schooner "Ranger," Capt. Cornelius Wasgate, of Salem, loaded with spars and bound to New York, drove ashore at the east end of the island, near Squam Pond, in a furious snow storm. The captain and mate succeeded in reaching the shore, and coming across a rail fence, they followed it until they came to a shed. On entering they found the floor covered with hay, and they remained there quite comfortable until the storm abated, when they made their way to the "Edward Cary" farm, where they were kindly cared for. Three men who were on the forward part of the vessel were frozen to death before she struck, having become so numbed with cold as to be unable to reach the forecastle. The snow came down so thick that the captain and mate were unable to see the forward part of the vessel, but supposing the men had sought shelter in the forecastle they went down into the cabin, and left the vessel to her fate.

March 22d, schooner "Ann," Capt. Reuben Mosman, of Thomaston, Me., bound to New York, with a cargo of lime, also drove ashore near the above. The captain and two men were saved; three men perished. Two of them were sons of the captain, who, when their strength gave out, carried them in his arms about a mile toward the

house he was in search of, but both expired before reaching it, and the father was only able to crawl the remaining distance upon his hands and knees. The bodies from both vessels (six in all) were brought to town the following Tuesday, and buried from the M. E. Church on Centre street. All the clergymen on the island took part in the duties of the occasion. The remains were placed, two in the hearse and two each in carts lengthened out for the occasion, and were followed to the grave by a long procession. The two schooners left Chatham on the morning of the day on which they were wrecked, in company with two others, belonging in Maine, and bound to New York. One of these also struck on the east shore of the island, but was soon carried off by a turn of tide and change of wind, and was afterwards seen dismasted, apparently full of water, with no signs of any one on board; she probably went to pieces on the rips, towards which she was drifting when last seen. From the course which the other schooner was steering when last seen, it was supposed that she went to pieces upon Bass Rip.

April 2d, brig "Marshall Ney," Crowell, from Boston to Baltimore, with a valuable cargo, struck on Handkerchief Shoal and bilged. She floated off next day and sank in five fathoms of water. Two of the crew were lost; the remainder were rescued by a passing schooner. The vessel was subsequently raised and repaired.

April 6th, ship "Pacific," Cartwright, from Boston to New York, struck on Great Point Rip, but was gotten off next day, without material damage.

November —, part of a wrecked schooner came ashore at the east end of the island with no appearance of men on board.

December —, schooner "Velocia," with a cargo of lime, went ashore in the Chord of the Bay. The cargo becoming wet, took fire, and the vessel was burned.

1830.

November 17th, brig "Georgiana," Fletcher, of and for Boston from Philadelphia, with a cargo of shot, sole leather and general merchandise, came ashore at the south side of the island, near the head of Hummock Pond, in a thick fog. The cargo was discharged and the vessel was gotten off and towed round into the harbor.

November 26th, brig "Magnolia," Betts, from Richmond to Boston, with a cargo of flour, tobacco and coal, was stranded on the Bar, having lost both anchors under Great Point the previous night. The crew were saved and the vessel was subsequently towed into the wharf by steamer "Marco Bozzaris."

December 6th, during the night, in a violent gale of wind, a schooner bound from New York to Boston, partly loaded with flour, drove ashore high and dry in the Chord of the Bay.

December 6th, a small sloop, with a cargo of potatoes, apples, cider and sheep, with no boat attached to her, and no one to be seen on board, also stranded in the Chord of the Bay, and went to pieces. The next morning part of a vessel, probably the sloop, was found on the northwest side of Coatue. The name was considerably mutilated, but appeared to be "Louisa of Phipsburgh." In the neighborhood of the wreck were found a few barrels of apples and about thirty dead sheep, together with a number of empty barrels and hogsheads.

December 6th, brig "William & Henry," Emery, from Charleston, S. C., to Boston, with a cargo of cotton and rice, lost both anchors near Great Point, came in over the Bar next morning, and grounded on the Cliff Shoal, where she remained until 6 p. m., when she floated and was brought into the harbor.

December 8th, a pink-stern schooner, of about 70 tons burthen, was found at the southwest side of Tuckernuck, with a full cargo on board, consisting of potatoes and other merchandise in barrels. On the larboard side, inboard and well abaft, the name "Amaranth" appeared, cut with a knife.

December —, brig "Miles Standish," of Plymouth, with a cargo of iron, went ashore at Tuckernuck, and eventually went to pieces.

1831.

April 6th, schooner "Hannah & Mary," Alexander, from New York to Portland, went ashore on Great Point, having mistaken the light there for that of the lightboat on Tuckernuck Shoal. An unsuccessful attempt was made to get her off, and she finally went to pieces in a N. E. gale.

October 26th, ship "Rose," of this port, Captain Obed Starbuck, bound on a whaling voyage to the Pacific Ocean, grounded on the Bar going out, and remained there until July 31st, 1832, when she was gotten off, brought back into the harbor, and refitted.

December 12th, schooner "Packet," from Alexandria to Bangor, with a cargo of corn and flour, came ashore at Coskata, at the east end of the island and bilged. A portion of the cargo was saved, but the vessel went to pieces.

December 20th, sloop "William Penn" drifted ashore at Coatue and remained there two weeks, when she was carried off by a moving body of ice.

December 21st, sloop "Experiment," Capt. Charles Hayden, left here for Boston, but was never heard from. Supposed to have gone to pieces on some of the shoals to the north of the island. A cask of oil known to have been on board was afterwards picked up.

1832.

January 28th, brig "William & Henry," Evans, from Turk's Island, with a cargo of 4,000 bushels of salt, ran ashore at Smith's Point, they having gotten out of their reckoning. When run ashore, the vessel and tackle were thickly covered with ice, and all hands except the captain were frost-bitten. The brig soon went to pieces and the cargo was lost.

May 28th, ship "Washington," of this port, Capt. Barzillai Swain, arrived at the Bar from a whaling voyage in the Pacific. While discharging her cargo into a lighter, there came on a heavy northeast gale. The lighter was cast off and drove ashore with part of the cargo. The ship soon after parted both chain cables and drove on to the Bar near the Cliff, knocking off rudder and all her stern planks. She lay there all night and came on shore next morning with four feet of water in her hold. The cargo was saved from the lighter, and the ship was brought in and repaired.

May 31st, brig "James McCoy," Sprague, of Wilmington, from the West Indies to Boston, with a cargo of molasses, sugar and coffee, ran ashore at the west end of Tuckernuck. Considerable of the cargo was saved, but the brig finally went to pieces.

June —, schooner "Boston Packet" was stranded on the Bar and remained there several weeks, but was finally gotten off and brought in.

1833.

February 23d, brig "Cashier," from Baltimore to Salem, with a cargo of flour, corn, etc., struck on Bass Rip and unhung her rudder, started pumps, etc. After throwing overboard 200 barrels of flour, some glass, India rubber shoes, etc., and discharging the remainder of her cargo into lighters, the vessel got off and put in here for repairs.

May 28th, brig "Florida," Norris, from Matanzas to Boston, with a cargo of molasses, sugar, coffee and honey, struck on Great Rip, off Sankaty, and sank. There was a heavy sea on at the time. The captain and eight men took to the long boat, and the two mates and a gentleman passenger to the yawl boat. The yawl soon upset and the men perished. At this time the long boat was half full of water, with the surge constantly breaking over her. After pulling for the shore, according to the best of their judgment, for several hours, they laid by until daylight, when it was found they had been rowing parallel with it. They landed at Low Beach about 9 o'clock. Lewis H. Wendell, a native of Stettin, Prussia, was one of the crew of the ill-fated vessel, and remained on the island until his death, nearly 50 years later.

1834.

February 26th, brig "Norna," Baker, from Havana to Boston, with a cargo of molasses, honey, sugar and cigars, struck on South Shoal. The crew were compelled to abandon her, and landed on No-man's Land three days later, having saved nothing but their clothes.

March 21st, schooner "Gem," Longsley, from Philadelphia to St. Johns, N. B., with a cargo of rye flour, came ashore at the southwest side of the island during a squall and afterwards went to pieces.

July 6th, schooner "Mary Adams," Pinkham, of Booth Bay, Me., from Philadelphia to Boston, with a cargo of coal, came ashore at Great Point during a thick fog. Probably got off.

September 5th, sloop "Franklin," went ashore at Brant Point during very heavy sqaulls, but was subsequently gotten off.

October 13th, sloop "Rose," from this port, bound to Hartford, Conn., with a cargo of oil, while endeavoring to make the light of the Tuckernuck shoal lightboat (then drifted from her station) struck on Swile Island Shoal and filled with water. Her cargo was all saved, and several attempts were made to get the vessel off, but without avail, as she had bilged and become too deeply bedded in the sand.

October 22d, schooner "Phebe Ann," from Philadelphia to Lubec, having mistaken Great Point light for that of the Tuckernuck Shoal lightboat, stranded on Great Point, but got off after remaining there two tides.

October 23d, schooner "Talma,"' of Bristol, Me., from Boston to New York, drove from her moorings at the back of the Bar during a heavy gale, struck on the Bar and sank in two fathoms of water. The crew saved themselves in their yawl boat with some difficulty. A portion of the cargo, which consisted of 384 sticks of mahogany and 68 tons of Swedish iron, was saved.

October 23d, schooner "Brookville," Merriam, from Gardiner, Me., to New Haven, with a cargo of lumber, also drove from her anchorage outside the Bar and grounded near the "Talma," where she bilged and filled.

November 22d, brig "Ganges," Blake, from Havana to Portland, with a cargo of molasses and honey, went ashore near Smith's Point. The cargo was about all saved and brought to town, but the vessel drove almost up to high water mark, and went to pieces.

1835.

January 6th, schooner "Hyperon," Littlejohn, of Portland, from Philadelphia to Boston, with a cargo of coal, struck on Pollock Rip, lost rudder, cables and anchors, drifted ashore at Coatue, and bilged. The crew were taken off by schooner "April," which put into this port disabled.

February 27th, schooner "Volant," Grant, of Thomaston, Me., with a cargo of lime, broke from her moorings and went ashore at Great Point, after throwing overboard her deck load. She remained there until Sunday, March 8th, when she was gotten off and brought in to the wharf.

March 23d, schooner "Wolga," Litchfield, from Wilmington, N. C., to Boston, with naval stores, went ashore near Great Point lighthouse, after losing three anchors. A part of her deck load, consisting of 130 barrels of rosin, was thrown overboard, and she was gotten off with loss of flying jib.

March 25th, schooner "Mary Jane," Rogers, of and from Portland to New York, came ashore near Great Point, but was finally gotten off and arrived at the wharf April 9th.

August 7th, brig "John," Gott, of and from Bangor to Providence, with a cargo of lumber, struck on Great Point Rip in a violent storm from the northeast and bilged in about an hour. The most of the cargo was saved, but the vessel was a total loss.

December 2d, schooner "Pomphret," Bray, of Calais, Me., from Philadelphia to Boston, with a cargo of coal, went ashore at Great Point about two miles south of the lighthouse. Attempts were made to reach her with lighters, but without avail, and she finally went to pieces.

1836.

February 5th, sloop "Reaper," Wellington, of Bristol, with a cargo of iron, came ashore at the southward of Siasconset. The greater part of the cargo was saved, but the vessel went to pieces.

April 13th, brig "William Smith," Safford, from Havana to Portland, got on to Great Point Rip, but was gotten off the following day.

April 24th, schooner "Molly," Rogers, from the Kennebec River to Providence, with a cargo of lumber, struck on Great Point Rip and remained there until May 4th, when she was gotten off and towed into the harbor. Nearly all of her lumber was safely landed.

May 26th, schooner "Eliza," Card, from Nova Scotia to New York, with a cargo of plaster, struck on Tuckernuck Shoal, beat over and sank in four fathoms of water. The crew landed at Edgartown and the vessel became a total loss.

June 9th, brig "Granite," Cushing, from New Haven to Pictou, went ashore at Great Point, but got off the following evening.

June 11th, British schooner "Pallender," from New York to St. Johns, with a cargo of flour and rice, went ashore at Smith's Point. The cargo was saved, but the vessel was a total loss.

October 14th, brig "Rising Sun," Morgan, of Salem, from Richmond to Boston, with a cargo of flour, meal, tobacco, etc., struck on Great Point Rip, carried away her foremast and main-topmast, bilged, drifted over the rip and anchored. On the 19th she was towed to the Bar, but being full of water, grounded. Most of the cargo was landed in a damaged condition and the vessel finally went to pieces.

October 20th, schooner "Flor del Mar," from New Orleans to Boston, with a cargo of 90 bales of cotton, went ashore at Smith's Point. The cargo was saved and the hull, spars, etc., were sold at auction for $300. The vessel was subsequently screwed up, launched on the north side of Smith's Point and towed down by the steamer.

November 25th, brig "Albion," Thomas, of Portland, from Havana and Matanzas to Boston, with a cargo of molasses, sugar, etc., struck on Smith's Point, stove in her stern and sank. The crew landed at Chilmark, Marthas Vineyard, after being two days and three nights in their long boat, having saved nothing but what they stood in.

December 26th, brig "Antares," Stacy, of Marblehead, from Aux Cayes to Boston, with a cargo of sugar, logwood and 1200 bags of coffee, struck several times near Muskeget Channel. The crew abandoned her and landed on Chappaquiddick. Thebrig was afterward boarded by a crew from Edgartown and carried into that port, little or no damage having been sustained by vessel or cargo.

1837.

January 15th, schooner "Mary Francis," Kirwan, from Fredericksburg to Newburyport, arrived in the ice near Great Point, having put in for wood and water, but proving leaky, her cargo, consisting of 500 barrels of flour and 1700 bushels of corn, was discharged on the ice and removed to the shore. On the 25th she struck adrift, stranded on Great Point, and went to pieces.

February 28th, brig "Mary Hart," Salter, of Portland, from Charleston, S. C., with a cargo of cotton and rice, went ashore at Smith's Point and broke in two. No lives were lost, although several of the crew and one gentleman passenger were severely frostbitten. A portion of the cargo was saved; the hull, spars, sails, rigging, etc., and the damaged part of the cargo were subsequently sold at auction.

April 5th, schooner "Absalom," of Dennis, was found adrift on Tuckernuck Shoals, having probably driven out from some port on the Cape. She was brought in here and advertised.

April 8th, brig "Ceylon," of Duxbury, Capt. Charles Soule, from St. Domingo to Boston, with an assorted cargo of coffee, hides, honey, mahogany, logwood, etc., went ashore at the south side of the island off the head of the Hummock Pond and bilged. The crew landed in

safety the next morning, after remaining in the tops all night. A portion of the cargo was saved in a damaged state. The "Ceylon" was a superior vessel of her class, and was insured for upwards of $11,000. There was also $30,000 insured on her cargo. She was subsequently screwed up and repaired, ways built under her, and she was launched the following June, made sail, and proceeded direct to Boston. The work of getting her off was carried on under the direction of the late Frederick F. Swain, a man well known to most of our older citizens.

May 27th, schooner "Amazon," Bennett, from Philadelphia to Boston, with a cargo of coal, which had put in to this port on the 24th, grounded on one of the shoals near the Cliff shore on her passage out, and soon after filled. She was gotten off three days later, towed in and repaired.

September 12th, schooner "Warsaw," Harding, of Bucksport, Me., with a load of rough stone, foundered on Tuckernuck Shoal. The crew were taken off by a passing sloop and brought into this port. The vessel sank right in the track of passing vessels and remained there a long time, a source of anxiety to navigators.

October 5th, schooner "Col. Crocket," from Lubec to Baltimore, struck on Great Rip, lost her rudder and sprang a leak; got off and came to anchor off Siasconset.

October 29th, schooner "William & Henry," Ulmer, from Thomaston, Me., to New York, with a cargo of lime, having lost the head of her foremast in a gale the previous evening, anchored on Long Shoal, off Tuckernuck, and remained there until November 1st, when she was towed into port. In crossing the Bar, she struck heavily and sprang a leak, and on reaching the wharf, her cargo was found to be on fire. She was accordingly scuttled and sunk off the end of Commercial wharf, but was afterwards raised and repaired.

November 15th, schooner "Elizabeth," Bourne, of and for this port, drove from her moorings at the Bar, stranded near the Cliff shore and bilged. The cargo was saved and the vessel got off and was brought into port on the 19th.

December 18th, schooner "Beaver," Smith, partly loaded for Portland, drove from her anchorage near Brant Point and went ashore on the south side of the harbor, where she lay for some time high and dry, but was eventually gotten off.

1838.

January 5th, brig "Robert Wain," Mathews, from Philadelphia to Boston, with a cargo of corn and oats, went ashore at Great Point. A part of her cargo was discharged into lighters and the vessel was gotten off two days later, having sustained no material damage.

May 18th, schooner "Ariel," Hill, from Saco, Me., with a cargo of bricks and lumber, parted her cables in the sound during a heavy blow and drove on to the Bar, where she foundered and broke up. The crew took to the rigging and after suffering much from exposure, finally escaped in their boat and landed at the Cliff. The deck load of lumber drifted ashore and also some of the vessel's planks.

June 18th, schooner "Golconda," Wentworth, of Charlestown, went ashore at Great Point in a gale and fog. The passengers and crew were saved, but the vessel, with the exception of sails, etc., was totally lost.

July 8th, ship "Nathaniel Hooper," Capt. John Bogardus, struck on South Shoal. Her cargo between decks, consisting of boxes of sugar, was thrown overboard. The crew abandoned her at midnight with sails all up. At 1 o'clock a heavy squall came up from the northwest and she drifted off. Her helm being just right, she went off towards Boston. She was fallen in with by a smack which put two men aboard, and soon after spoken by another, which put three more aboard, and they succeeded, by continual pumping, in working her into Boston. Steamer "Massachusetts" and sloop "Copy" went out next morning, but could of course find nothing of her. Empty boxes were seen floating on the water, the sugar having dissolved and the boxes come up to the surface. The captain proceeded to Boston to report the loss of the vessel, but was astonished to find her tied up alongside the wharf, all right.

September 13th, schooner "Hoogley," Vasseau, of Newburyport, from Alexandria to Boston, with a cargo of corn, rye and flour, which had anchored under Great Point, was driven ashore high and dry in a gale. Her cargo was discharged into lighters and the vessel went to pieces.

November 3d, ship "Morea," Weston, with a cargo of flour and cordage, struck on South Shoal and unshipped her rudder, but got off after throwing overboard part of her cargo.

November 10th, brig "Helen," Spear, from Boston to New York with a load of granite, having sprung a leak, was run ashore at Siasconset in a sinking condition and finally went to pieces.

1839.

January 15th, brig "Halcyon," Donnall, of and from Bath to Charleston, S. C., with a cargo of hay and bricks, struck on Great Point Rip, beat over during the night, went ashore on the Point and bilged. A portion of the cargo was saved; the vessel and the remainder of the cargo were subsequently sold at auction.

April 18th, schooner "Palestine," Macy, bound to St. Domingo, was struck by lightning and drove on to Swile Island Shoal. She was subsequently gotten off and towed into this port.

April 18th, schooner "Mary," Pendleton, of Bangor, from Thomaston, with a cargo of lime, was struck by lightning, went ashore on Muskeget and burned. The above disasters occurred during a tempest of very short duration, there being but two flashes of lightning, each of which struck one of the vessels.

May 30th, sloop "Union," Potter, of and for this port, from Baltimore, with a cargo of corn, flour, etc., grounded on coming in over the Bar and afterwards bilged, partially filling with water and damaging a portion of the cargo. A part of her cargo was taken out and landed and the vessel was towed into port June 4th.

August 30th, brig "Nelson," of Eastport, with a cargo of coal, struck on Great Point Rip during a severe N. E. gale. The captain, with his wife and crew, landed on Great Point, and the vessel broke up immediately.

August 30th, whaling schooner "Amazon," Pinkham, of this port, which had left here for a cruise, was driven from her moorings at the Cape and went ashore high and dry at the Cliff, but was subsequently gotten off.

August 30th, schooner "Penobscot," Thompson, of and for this port, from Bangor, with a load of lumber, in coming in over the Bar, struck heavily, sprang a leak and partly sank after reaching the dock, but was subsequently raised and repaired.

August 30th, schooner "Lion," from Portland to this port, with a cargo of lumber, bricks and hay, drove from her anchorage back of the Bar, and bilged. The crew were taken off in a whale boat and the vessel finally stranded near Brant Point. The cargo was mostly saved, but the vessel went to pieces.

December 30th, whaling brig "Dromo," Lawrence, of this port, in coming in from a cruise in the Atlantic Ocean, with 50 barrels of sperm oil on board, struck on the Bar, knocked off her rudder and drifted on to Coatue Flats. She was abandoned to the underwriters, who put a crew aboard, worked her in to the wharf and repaired her.

1840.

January 5th, schooner "Maine," went ashore at Great Point, but was subsequently gotten off.

January 31st, brig "Emolument," Pendleton, with a cargo of salt, spirits and hides, came ashore at Smith's Point. A portion of the cargo was taken out by lighters, but the vessel was broken up.

March 5th, schooner "Mexico," Baymore, from Philadelphia, with a cargo of coal, in coming into the harbor, grounded on Coatue Flats and bilged. The coal was discharged into lighters, after which the vessel was gotten off and brought in to the wharf.

April 1st, in the evening, during one of the most severe tempests ever known here, schooner "Ellen," Small, from Boston, with an assorted cargo in the hold and a quantity of iron hoops on deck, while waiting at the Bar for a favorable tide to come in, was struck by lightning. The fluid descended one of the masts, and penetrated the space between decks, where a quantity of dry goods, furniture, etc., were stored, setting them on fire. The vessel having grounded on the Bar, remained for some time in a critical condition, but was at length forced over and brought into the dock early the next morning, with her cargo still on fire. The flames were finally quenched by the fire department. The damage to the vessel was slight, compared with that to the cargo. Several other vessels lying at the Bar, were struck at the time, but sustained no injury.

April —, fishing smack "Republican," of this port, Capt. Walter Allen, dragged from her anchorge at the eastward of the island, and went ashore at Sesachacha. She was hauled off a few days later and taken in tow by steamer "Telegraph." In rounding Great Point, being water-logged, she rolled over and carried away her mast, but was brought in here and repaired.

May 1st, smack "Wave," from New London, came ashore near the head of Miacomet Pond. When discovered, there was no one to be seen on board, but on going below, the dead body of a boy was found in one of the berths. The vessel was gotten off and used for fishing.

May 3d, schooner "Triton," Kingston, with a cargo of coal and bricks, struck on the Bar, in entering this port, and bilged. The vessel eventually went to pieces.

May 3d, smack "Federal," Fisher, struck an anchor on coming in to this port and sank; she was subsequently raised and brought in.

May 9th, schooner "John Keller," Mills, of and from Machias, Me., had her sails blown away during a gale, struck on the "Horse Shoe," bilged, beat over and stranded on Swile Island Shoal, where she finally broke up.

May 28th, schooner "Margaret Jane," of Booth Bay, Me., from Porto Rico to Boston, with a cargo of molasses, went ashore at Great Point, but got off next tide, after staving 20 hogsheads of molasses.

June 6th, schooner "Hope & Susan," Swain, of and for this port, from New Orleans, with a cargo of molasses, hides and sarsaparilla, struck on the Bar coming in and bilged. A portion of the cargo was saved in a damaged condition, and also the spars and rigging, but the hull was abandoned and broke up.

July 17th, fishing schooner "May" ran ashore near Siasconset, but was gotten off on the evening of the 21st, with but trifling damage.

August —, ship "Lexington," of this port, in tow of steamer

"Telegraph," for Edgartown, to fit for the Pacific Ocean, upset when rounding Brant Point. She was towed in here and righted that night, and left for Edgartown again on the 29th, all complete with topmasts housed.

December 24th, brig "Henrietta," Parker, with a load of fish and lumber, from Lubec, Me., to New York, broke from her moorings near Tuckernuck and drove onto the Bar. She got off after throwing overboard part of her deck load of laths and arrived at the wharf with three feet of water in the hold, having knocked off her false keel. The cargo was discharged and the vessel repaired.

1841.

January 24th, brig "Jane," of and for Halifax, from New York, with a cargo of flour and coffee, struck on Great Point Rip, laid there some five hours, then got off, having sustained no material damage, other than knocking off her shoeing.

April 24th, sloop "Only Daughter," coming in from the Bar with the anchors of ship "Christopher Mitchell," upset in a squall and sank off Brant Point.

April 24th, a large top-sail schooner foundered on Tuckernuck Shoal. A smack boarded her next day, but found no one on board. The hull was sunk four feet under water, the quarter deck off and hanging to the wreck, and apples floating about.

May 20th, schooner "Ploughboy," Putnam, of Boston, from New Haven to Bangor, went ashore at Great Point and went to pieces.

September 16th, schooner "Fairplay," Parsons, from Lubec to New York, with a cargo of plaster, struck on the "Old Man," at 2 o'clock in the morning. Their boat was swamped alongside, and the captain drowned. At 3 p. m. the vessel drifted off and made for this port, leaking badly. They set a signal for assistance and were boarded by a pilot at 7 o'clock. He advised beaching her and she was run ashore on Smith's Point, where she lay with five feet of water in her hold. The hull, sails, rigging and cargo were subsequently sold at auction for $30.

During a severe gale, which commenced on the evening of October 2d and continued two days, the following disasters occurred along the shores, and in the vicinity of the island:

Schooner "Harvest," of Harwich, bound from Norfolk to Boston, with a cargo of corn and flour, drove from her anchorage on the Cape shore with no one but the cook on board and stranded on Eel Point.

Schooner "Pearl," of Chatham, with a cargo of fish, went ashore at the west end of the island, with no one on board.

A schooner with stern torn off and name gone dragged from her

anchorage on the Cape shore and drove into Maddequet harbor, where her anchor held and prevented her going ashore.

Schooner "Anson," of Chatham, with a cargo of fish, partially damaged, went ashore at the west end of the island.

Schooner "Grecian," of Hingham, with a cargo of mackerel; sloop "Patmos," Kelly, of Dennis, with no one but a boy on board; schooner "Mississippi," and one or two other vessels, went ashore on Tuckernuck.

Schooners "Tremont," of Dennis, "Olive," of Harwich, and one other vessel, went ashore on Muskeget.

[All the above vessels, with the exception of one on Muskeget, were eventually gotten off, with more or less damage to themselves or cargoes. The cargo of schooner "Grecian" was landed in good order, with the exception of 600 bushels of corn, which was damaged and sold at auction at from 33 to 40 cents per bushel.]

Sloop "Platina," with a cargo of fish, drove on to Half Moon Shoal, with no one on board and went to pieces.

Schooner "Canary," Goodell, from Philadelphia to Boston, with a cargo of coal, was discovered on Swile Island Shoal, with both masts cut away and full of water. A part of the cargo was saved.

Two schooners were sunk on Tuckernuck Shoal. One, the "Orb," of Kent, N. S., was loaded with plaster. The crew of this vessel landed on Tuckernuck. The other vessel was entirely deserted and the masts destitute of rigging.

Fishing schooner "Minnie," with foremast cut away, was stranded on Brant Point. The crew landed safely and the vessel was subsequently gotten off. They had broken away from Georges Banks and driven before the gale under bare poles, being ignorant of their whereabouts until they brought up on the Point. The tides were very high and the vessel drove so far up that when she got off she was launched inside the Point. She is often spoken of as the only vessel which ever entered the harbor without coming round Brant Point.

Schooner "Leo," Pendleton, of Thomaston, from New York to Boston, with a cargo of 600 barrels of flour, stranded on the north side of Coatue. Her cargo was brought to town to be re-shipped and the vessel was afterwards gotten off.

Fishing schooner "Rolando," of Harwich, with no one on board, came ashore near the "Leo," but was eventually gotten off.

The following disasters occurred to the shipping in this port:

Ship "Rose," which was on the eve of departure for the Pacific Ocean, broke off part of the upper T of Commercial wharf, where she was fastened, and with it in tow drove on to the rocky foundation of

an old wharf at the South beach, where she bilged and received other serious damage, but she was afterwards gotten off and repaired.

Ship "Planter" broke away from the same wharf and drove far up on the beach; she was gotten off with considerable difficulty.

Schooner "Enterprise" and sloop "Henry" also drove on to the same beach, but were gotten off without material injury. The "Enterprise" went on stern foremost and drove her main boom through a window in the cooper's shop of the late John Elkins.

Schooner "Azora," Lemont, of Bath, while lying at the South wharf, had square-sail blown away, stern stove in, and received other damage.

Sloop "Laura," at the same wharf, lost her bowsprit, and had rigging considerably damaged. Sloop "Nancy Finley" drove across dock and split her rudder.

On the morning after the gale, nineteen vessels lay stranded on or near the island, while within sight of the shore, the masts of two others protruded from the water—such a sight as was never witnessed before or since upon the island.

December 18th, schooner "Enterprise," from Boston to Baltimore, with a cargo of plaster and furniture, dragged both anchors, went ashore on the outside of Great Point and went to pieces.

1842.

April 17th, brig "Lion," Patterson, of and for Bowdoin, Me., with a cargo of molasses, went ashore at the west end of the island, in a thick fog, but was gotten off at noon next day, with the assistance of men from town, after staving a part of the cargo.

November 1st, ship "Washington," Adams, of Newburyport, from Havana to Bremen (via Boston) with a cargo of sugar, struck on the "Old Man," but got off, leaking badly, took a pilot and proceeded to Boston.

November 11th, schooner "Cincinnatus," Whitmone, from Boston to Philadelphia, with a cargo of molasses, in coming into this port struck on the Bar and was obliged to stave part of her deck load (about 57 hogsheads) when she got off and came into the wharf, having sustained but trifling damage.

November 21st, whaleship "Ontario," Gibbs, of this port, from the Pacific Ocean, with 2100 barrels of sperm oil on board, struck on Tuckernuck Shoal, but got off next morning, after discharging 200 barrels.

November 27th, (Sunday) ship "Joseph Starbuck," left this port with a favorable breeze, in tow of steamer "Telegraph," for Edgartown, where she was to load and proceed on a whaling voyage. There

were on board, in addition to the full complement of hands belonging to her, a number of ladies, who were intending to accompany their friends to Edgartown, before taking final leave of them. The wind soon came out ahead and blew so strongly that the steamer could no longer make any headway. The towlines were then loosened, and the ship came to anchor within about a mile of the Tuckernuck Shoal lightboat, while the steamer returned to the wharf. In the afternoon the wind increased to a gale, and the ship, being light, rode so violently that one chain cable after another parted, and she drove furiously from her moorings in an easterly direction. To prevent her going to sea in her then unprepared condition, the mizzenmast was cut away, the foresail set, and every effort made to return to port; but so tremendously was the gale blowing from the N. W. that the attempt failed, and the ship drifted toward the eastern extremity of the Bar until midnight, when she struck and rolled over in the trough of the sea, the waves breaking over her frightfully and sending volumes of spray far above the mast-head. In this predicament, she was discovered from town at daybreak next morning, on her beam ends, her single sail still offering a mark for the hurricane, and her hulk, with its living freight, lifting and falling with crushing force. Of course it was immediately resolved in town to put forth every possible effort to save the lives of those on board, and before 9 o'clock steamer "Massachusetts," manned by a party of volunteers, was on her way to their relief. To many it seemed a hopeless adventure; the wreck lay about four miles from town and two miles from the nearest strand, while the sea upon the farther edge of the Bar where she lay and the vast extent of shoals near by, ran almost mountains high, now rising into columns of angry foam, and anon leaving the subjacent ground nearly bare of water. Nevertheless, the steamer plunged through the accumulated perils before her, and in half an hour was made fast to the lee side of the ill-fated vessel by a warp necessarily of considerable length. Her paddles were kept backing sufficiently to keep the line taut, and the people on board the ship, to the number of thirty-five, were taken off by means of a single whale boat, which passed to and fro no less than five times, transferred to the steamer, and returned to their friends in town, who had suffered the most intense anxiety. So excessively cold was the weather that the decks and rigging of the ship were coated with ice. The "Joseph Starbuck" was a beautiful and highly valued ship. She was built at Brant Point in 1838 of live oak, and was copper fastened, had made but one voyage and had now been fitted out for a second in the most liberal manner. The vessel alone was insured for $24,000. The ship eventually went to pieces, nothing of any material value being saved.

December 28th, schooner "Fort Hill," Baker, of and from Wil-

mington, Del., for Boston, in entering this port, struck on the Bar and disabled her rudder. She was gotten off and brought in leaking.

1843.

March 6th, schooner "Maize," Pillsbury, from Thomaston to New Haven, with a cargo of lime, went ashore on the northeast part of Muskeget. The crew landed on Tuckernuck.

March 15th, schooner "Mary Francis," Kempton, of this port, bound to Boston, grounded on the Bar going out, but got off next tide and returned to the harbor. She sailed again on the 23d, again grounded on the Bar and lay there until high water the next day, when she got off and anchored. The wind blew up, she parted one cable, slipped the other, and again went on to the Bar at 10 a. m. The crew came ashore in the afternoon, the sea breaking all over her at the time. They went aboard again in the evening and she got off.

March 16th, schooner "Amazon," capsized and sunk alongside the Commercial wharf during a severe gale.

March 16th, schooner "Minna" broke from her fastenings and went ashore on the beach and several other vessels tore from the wharves, but sustained little injury.

March 23d, the wreck of a ship supposed to be the "Francis & Lovell" was fallen in with just west of Little Round Shoal, with topmasts just out of water. The vessel was sunk in five fathoms of water. She probably struck on the shoal on the 16th, and all on board perished.

November 8th, brig "Halcyon," Dean, from Pictou to Boston, with a load of coal, struck on Tuckernuck Shoal, sprang a leak, had some of her sails blown away, got off again, and in attempting to enter the harbor, grounded on the Bar, where she remained until the afternoon of the 10th, when, after throwing overboard part of her cargo to lighten her, she was towed in to the wharf by the steamer.

November 27th, schooner "Curlew," Gray, from Thomaston to New York, struck on the Bar, lost boat, jib, main boom and partly cut away her mainmast, and was obliged to throw overboard a part of her deck load, about 30 casks of lime.

November 27th, schooner "Mary Francis," Kempton (before referred to—see March 15th) of Belfast, Me., from Bangor to Newport, with a cargo of lumber and potatoes, went ashore at the east end of the island near Squam during a snow squall. The vessel bilged and became a total wreck, but the cargo was saved, also the sails, rigging, anchors, etc.

1844.

January 5th, schooner "Mexico," Webber, of and from Salem to New York, with a cargo of palm oil, coffee, machinery, etc., struck

on the Bar and foundered. The cargo was saved in a damaged state, but the vessel was a total loss.

January 23d, a large full-rigged brig drifted by the east end of the island, with sails furled, apparently abandoned. A heavy wind and rain prevented boarding her from the shore. Next day steamer "Telegraph" went in search of her, but failed to find her.

January 27th, schooner "McDonough," Tucker, from New York to Eastport, with a cargo of beef, pork, lard, corn, flour, butter, etc., went ashore on Swile Island Shoal. The cargo was landed on Tuckernuck and the vessel abandoned. She was subsequently gotten off and brought in here.

January 27th, schooner "Mary Maria," Illmer, from Thomaston, Me., with a cargo of 950 barrels of lime, went ashore between Smith's Point and Muskeget, and was immediately abandoned by the crew. She was towed in here February 17th by steamer "Telegraph," after 550 barrels of her cargo had been thrown overboard.

January 27th, three-masted schooner "Richmond," Kilborn, of Salem, from Georgetown to Boston, with a cargo of flour and corn, was in the ice near Muskeget in distress, having lost cables and anchors and being out of salt provisions and fuel. On February 1st two anchors each, weighing about 2,000 pounds, were carried out to Eel Point and conveyed thence by sleds, on the ice, to Tuckernuck, to be got off to the vessel, if practicable, but the ice prevented. The next day the wind changed and the ice went off, carrying the vessel with it and leaving the captain and second mate ashore on Muskeget. The vessel had on board at the time eighteen men, eleven of whom were Nantucketers. She again got stuck in the ice off Cape Poge and was finally towed into Edgartown, February 8th, by steamer "Telegraph."

[Several other vessels were in the ice around the island.]

January 27th, brig "Voltaire," Bradbury, of Thomaston, from Savannah to Boston, with a cargo of rice, cotton and hides, went ashore on Muskeget, but was subsequently gotten off.

February 15th, brig "Dove," Soley, struck on the Bar, started her stern post, and was run on to Coatue Flats to keep her from sinking. On the 17th she was hauled off by steamer "Telegraph" and towed to the wharf.

March 14th, sloop "Portugal," Luce, from New Bedford to this port, came in over the Bar in a gale, ran aground on the Cliff Shoal, and bilged. The mail and passengers were landed safely, also her deck load of oil, sails, furniture, etc. The vessel lay there on the shoal, with the tide ebbing and flowing in her, until the evening of the 16th, when she was hauled off by steamer "Telegraph," towed in to the wharf full of water and repaired.

March 24th, schooner "Exact," Folger, from Baltimore to this port, grounded on the Bar and filled with water. She was gotten off and brought in here on the 26th.

October 7th, schooner "Cambridge," of Southport, from New York to Boston, while at anchor off Long Shoal, was completely dismasted in a severe N. E. gale. She slipped her cables next day and was towed into Edgartown by steamer "Massachusetts."

November 5th, ship "Thames," Billings, from Lubec to New York, with a cargo of plaster, at anchor off Tuckernuck Shoal, parted her cables in a gale and drove on to the Bar. She was abandoned by the crew, the sea at the time making a clean breach over her, but two days later, she was gotten off and brought into port.

November 25th, sloop "Charles" from Boston to Wareham, with a load of provisions, sprang a leak in the sound, and in endeavoring to get into the harbor, struck on the Bar and bilged. She had three feet of water in her hold when she struck, and went to pieces that night. Her cargo was valued at $10,000.

November 25th, schooner "Fairplay," Nixon, from Waquoit, with a load of wood, having sprung a leak, was run ashore on the outside of Coatue, and went to pieces. Capt. Samuel Winslow purchased the hull, sails and rigging for $7.

November 27th, schooner "Caroline," Hartley, from New York to Boston, loaded with flour and steamboat machinery, ran into schooner "Addison," Yates, bound from Bristol, Me., to a southern port, with a cargo of potatoes, on Tuckernuck Shoal and sank her. The crew of the "Addison" escaped to the "Caroline," which was run on shore to keep her from sinking. The vessel was a total loss, but her cargo was saved in a damaged condition. George W. Yates, pilot of the "Addison," perished on reaching the "Caroline."

November 30th, schooner "Pelon" from Holmes Hole to Boston, mistook the light on the Tuckernuck Shoal lightboat for that on Point Gammon, and struck on the "Horse Shoe." The crew stayed by her until 8 o'clock the next morning, when, being unable to get her off and a storm threatening, they abandoned her and made for Hyannis. The wind afterwards shifted to the eastward and she drifted on to Edgartown Flats.

December 7th, schooner "Harriet," of Sullivan, Me., with a load of lumber, came ashore at the south side of the island, with no one on board. Her papers showed that she was owned in Wrentham and that the captain's name was James M. Blaisdell. Her cargo was saved and the vessel was sold at auction as she lay. She subsequently went to pieces.

December 18th, schooner "Litchfield," Mooers, from Cuba to

New York, with 150,000 oranges and 15,000 cocoanuts, went ashore at the south side of the island. Part of the cargo was saved, but the vessel went to pieces.

1845.

March 19th, schooner "Jasper," Rich, of Machias, Me., from Bangor to New York, with a cargo of laths, having lost cables and anchors, torn up decks, etc., in the sound the previous night, was run ashore in the Chord of the Bay, bilged and soon went to pieces.

April 9th, British brig "Brittania," Capt. Dill, of Pictou, N.S., bound from Glasgow, Scotland, to New York, with a cargo of bricks, pig-iron, coal and dry goods, came down to the Bar for a pilot, beat over the outer Bar, after throwing overboard some bricks, and lay with the sea making a clean breach over her. Part of her cargo was discharged and she was brought in here the following Monday, when the remainder of her cargo was discharged and she was taken on to marine railways for repairs.

May 8th, schooner "Enterprise" slipped her cables and in crossing the Bar, unhung her rudder and tore up her stern.

May 8th, schooner "Silas Parker," in crossing the Bar, stove in her dead lights and filled her cabin with water.

May 8th, sloop "Laura," with a load of oil from ship "Potomac," struck on the Bar and unhung her rudder, causing her to leak badly, but got off without further damage.

May 16th, the wreck of a smack was seen to drift by Sankaty. It was thought that she must have struck on Great Point Rip in a gale and all hands perished. Various articles and parts of a vessel, probably belonging to the smack, were picked up between Great Point and Sankaty.

May 16th, a schooner belonging at Blue Hill, bound from New York to Boston, with a cargo of coal, struck on Round Shoal in a gale. All the crew, with the exception of one man, were lost. He was taken off, after remaining on the topmast forty-five hours, by a schooner and carried to Sandy Point.

July 8th, brig "Ocean," from Richmond to Sandwich, with a load of coal, struck on Great Point Rip, but got off again, after remaining there some twelve hours.

July 18th, ship "Centurion," of New Castle, Me., bound from New Orleans to Boston, with a cargo of cotton, hemp, corn, tobacco, hides and staves, was lost on the South Shoals.

August 20th, brig "Lincoln" was stranded on Great Point Rip. She was purchased by Nantucket parties, gotten off and brought here.

September 2d, sloop "Fame," Riddell, of and from this port to

Medford, with a load of empty casks, upset shortly after leaving here and sunk.

October 15th, brig "Mariner," Staples, from Bangor to Providence, with a cargo of lumber, struck on Tuckernuck Shoal, beat over and stranded on the Bar. The crew, six in number, were rescued with great difficulty by a party of twelve men, to whom the Massachusetts Humane Society awarded medals, the two leaders of the expedition receiving gold and the others silver ones. One of the rescuing party, Capt. Meltiah Fisher, met an untimely death before the arrival of the medals. He was on his way to render assistance to a vessel in want of a pilot, when his boat foundered and he met a watery grave. The "Mariner" was an old vessel and being water-logged by leaking, went to pieces.

October 17th, schooner "Meridian," Stoddard, of and from Hallowell to Edgartown, loaded with provisions and ashes, struck on Tuckernuck Shoal, drifted over and sunk, leaving only the head of her masts out of water. The crew were taken from the masts some eight or ten hours afterwards, very much exhausted, by sloop "Laura," of this place.

December 16th, schooner "Banner," of Harrington, Me., was dismasted and lost her deck load of lumber, while at anchor on Tuckernuck Shoal.

1846.

February 4th, schooner "Sophia," Conway, of and for Salem, from Para, with a cargo of hides, India rubber, madder, tapioca, etc., came ashore at the south side of the island, between the Hummock and Long Ponds. The cargo, with the exception of the hides, was about all saved. The vessel was purchased by John Cook and others and was gotten off under the direction of Frederick F. Swain. She was brought in here, fitted up and used for whaling.

March 14th, ship "Earl of Eglington," Capt. John Niven, of Greenock, Scotland, from Liverpool to Boston, with a cargo of 300 tons of salt, 100 tons of coal, 50 cases of copper and 50 bales of dry goods, struck on the South Shoal, let go her anchors, but drifted shoreward until 2 o'clock next morning (Sunday), when she struck on the "Old Man." As she began to leak badly, Capt. Niven beached her near Nobadeer Pond at 8 a.m., with six feet of water in her hold. The sea immediately made a clean breach over her. At this juncture two boats, each containing four men, put off from the ship. One of them upset when near the undertow and two of the occupants were drowned. The other two were rescued by parties from the shore, who rushed into the surf at the risk of their lives and seized them as the boat went over. Capt. Watson Burgess, one of the most ac-

tive of the rescuing party, was struck by the boat, knocked down and would have been drowned had it not been for the precaution taken previously of fastening round his waist a line, by means of which he was drawn ashore. The other boat upset on coming round the ship's stern and all the occupants were lost. A large number of people soon arrived from town and by means of pantomimic efforts, the people on board were induced to launch an oar, with a line attached. This came in shore as far as the first rollers, when, by means of a bluefish drail, skilfully thrown over the floating oar, it was hauled ashore. A larger rope was then attached to this and a piece of paper containing instructions was carefully wrapped up in rope yarns to keep it dry and fastened on. This was then hauled on board the vessel, the directions noted, and in pursuance with them, a heavy rope cable was made fast to the timber heads on the forecastle, hauled taut and made fast to a stake in the beach. A sort of sling, capable of holding one man, was then improvised by suspending a pair of hames from a travelling noose attached to the cable, and having a line fast at the ship and shore ends. By this means the remainder of the crew were safely landed. When the captain came ashore the noose gave way and he dropped into the sea, but fortunately he was near the beach and was rescued by those on shore. For three days the sea raged so high that no boat could approach the wreck. The ship and cargo were a total loss. She was a staunch vessel of 519 tons burthen and was but eighteen months old. The bodies of the second mate and three of the crew were washed ashore and were buried from the Baptist church, a large procession of citizens following them to the grave.

July 1st, ship "Robert G. Shaw," Matthews, from New Orleans to Boston, with a cargo of cotton, corn and lard, came ashore on Smith's Point, but was gotten off after discharging about 200 bales of cotton.

September 15th, brig "William," Tory, of Frankfort, Me., bound to Fall River with a cargo of coal, struck on Tuckernuck Shoal, got off, grounded off Capaum Pond and sunk. About 50 tons of coal were discharged and the vessel, with the remainder of her cargo, was sold for $107.50. She was subsequently raised and taken in by the "camels."

October 22d, schooner "Charles Henry," Coombs, of Bucksport, Me., from Bangor to Providence, struck on Round Shoal. The crew, with the exception of the cook, who was hurt and drowned, were taken off by schooner "Sea Serpent," of Falmouth. The vessel was subsequently gotten off by Capt. David G. Patterson and towed into Powder Hole, but was too badly broken up to be repaired.

November 21st, brig "Old Colony," Walker, from Matanzas to Boston, with a cargo of sugar, struck on Pochick Rip. After letting

go an anchor, the crew took to their boat and landed at Siasconset. A boat's crew commanded by Capt. Charles H. Coleman and another by Valentine O. Holmes immediately put off and anchored as near as they could judge, in the vicinity of the vessel, in order to board her at daybreak, but when morning came they could discover nothing of her. In letting go the anchor, the crew failed to pay out cable enough and the vessel had lifted her anchor with the rise of the tide and drifted off. She was seen drifting about to the eastward of the island by vessels at various times for several days, but finally disappeared, having probably gone to pieces on some of the shoals.

November 23d, schooner "Susan & Jane," Luffman, of Deer Isle, from Bangor to this port, with a load of lumber, anchored off the Bar in a gale. Both masts were cut away, and finally her cables were slipped and she drove over the Bar, went ashore on Brant Point and went to pieces.

November 23d, schooner "Elizabeth," Piper, from Camden, was also anchored back of the Bar, leaking, with spars crippled and a signal of distress flying. She was boarded, at the imminent risk of their lives, by six men in a whaleboat, who took off the crew.

1847.

March 27th, schooner "Silivae," Ireland, of Egg Harbor, with a load of coal, came ashore at the west end of the island, near the head of Hummock Pond. She was gotten off by Frederick F. Swain and brought round into the harbor. [Mr. Swain, who has been several times referred to in connection with the getting off of stranded vessels, was a man of rare mechanical ability. In early manhood, he had the misfortune to lose one leg. This, however, proved no check to his activity and for many years he was instrumental in getting off nearly, if not quite, all the stranded vessels on the south side of the island which were gotten off. While at work on the "Silivae," he contracted a severe cold, which, together with overwork, brought on a fit of sickness, which resulted in his death.]

September 10th, schooner "Rambler," Wilson, of Boston, from Franklin, Me., to New Bedford, loaded with lumber, came ashore on Great Point. She was subsequently gotten off and towed into the harbor.

November 8th, schooner "Dean," Powers, of Scituate, from St. Jago to Boston, came ashore on Great Point, but was subsequently gotten off, having sustained but little damage.

December 17th, ship "Louis Phillippe," of the New York and Havre packet line, bound from Havre to New York with 167 passengers on board and a cargo valued at $500,000, struck on Great Round Shoal, losing her rudder, floated and struck on Pochick Rip, came off

and drove ashore west of Tom Nevers Head. Steamer "Telegraph" went to her assistance that evening and lay by her all night. The next morning steamer Massachusetts was sent out and the two worked on her until the following morning, towing her to a point off Forked Pond, when it came on to blow, which obliged them to anchor her and run to port for their own safety, about twenty Nantucket men remaining on board to help keep her free of water. Some forty of her passengers were taken ashore, the rest choosing to stay by her. Parties remained on the beach all night with two whaleboats in readiness to board her should she come ashore, which it was feared she would do, but she rode out the gale safely. A new rudder was made in town, taken out and placed in position and on the 20th the two steamers again took her in tow, via Muskeget channel, to Edgartown, where they arrived in the evening. The salvors received $31,000.

December 28th, schooner Walcott, Ryder, from Boston to New York, struck on the "Old Man," got off and was run ashore at Low Beach. She was subsequently hauled off by steamer "Telegraph."

1848.

February 1st, sloop "Portugal," (mail packet) Luce, from this port to New Bedford, went ashore on the north side of the island, near the head of Long Pond in a gale, but was subsequently gotten off.

August 19th, brig "Charlotte," Sherwood, of Portland, from Portsmouth to Philadelphia, in ballast, was thrown on her beam ends in a gale, let go both anchors, parted chains, beat over Tuckernuck Shoal and the Bar and finally got into the harbor, having lost anchors, chains, jib, trysail, false keel, etc.

November 21st, schooner "Brutus," of Harwich, was fallen in with adrift off Siasconset by schooner "Mary & Emma" of this port and brought into the harbor.

November 21st, schooner "Atlas," of Yarmouth, was boarded about twenty-five miles south of Sankaty, having lost rudder and part of stern. She was partly full of water and had driven to sea from Bass River the day before.

1849.

January 2d, brig "W. T. Dugan," Kelley, from Boston to New York, in ballast, having anchored some ten miles off in the sound, parted one chain in a heavy blow, making it necessary to cut away the fore-mast and this, in falling, carried the main-mast with it, leaving the brig dismasted. She rode by one chain until noon the next day, when being considerably iced up, she parted that and put away for this port. She grounded on the Bar, and remained there several hours, but was gotten off at high tide and towed in to the wharf by

steamer "Massachusetts." The crew suffered considerably from the intense cold.

January 10th, schooner "Abbott Lawrence," Allen, from New York to Boston, with an assorted cargo, while at anchor near Cross Rip, struck on the rip, when her cable was slipped, her masts cut away, and part of her cargo thrown overboard, after which she drifted over into deeper water, let go her small anchor and hung by it until the afternoon of the 12th, when she was taken in tow by a couple of schooners and carried into Holmes Hole.

April 5th, ship "Colchis," Arthur, from Valparaiso to Boston, with a cargo of copper, ore, wool, hides, etc., valued at upwards of $150,000, struck on Fishing Rip Shoal. The crew took to their boats, intending to land on the island, but were picked up by a smack and carried into Edgartown. The ship was fallen in with next day by three New London smacks, who put a crew aboard, and she was taken into New London. They received about $25,000 salvage.

October 13th, brig "Leolah," Morton, of New Castle, Me., from Philadelphia to Boston, with a cargo of coal, struck on Round Shoal and immediately bilged. The crew took to their boat and landed on Great Point. The wind blew very strong and the vessel probably went to pieces that night. The crew saved nothing but their boat, which was sold at auction for $20.

October 29th, bark "Cornwallis," Newman, from New York to Sydney, Cape Breton, with a cargo of 550 bundles of hay, flour, etc., came ashore at the southwest side of the island, near the head of Long Pond. The wind blew very heavy from the southwest during the night, and the vessel drove far up on the beach. She was stripped and her cargo discharged, the hay coming most opportunely, as the farmers were all short. The vessel was hove off the 16th of November.

1850.

January 10th, sloop "Triumph," Kelley, with a cargo of sperm oil from ship Nantucket, in coming over the Bar at sunset grounded and sprang a-leak. As she was filling rapidly the crew and one passenger abandoned her during the evening and landed at the Cliff.

March 21st, schooner "Matty Maria," Perkins, of Bangor, bound to Charleston, S. C., with 800 casks of lime, went ashore in the Chord of the Bay. She sprung a leak, had four feet of water in the hold and her cargo took fire. She was stripped of sails, rigging, etc., and her hull sold at auction and broken up.

March 21st, schooner "Dolphin," from St. Johns to New York, with a cargo of lumber, went ashore in the Chord of the Bay and bilged. Her cargo was discharged and the vessel went to pieces.

July 14th, schooner "Myrtle," Thompson, from New York to Halifax, with a cargo of flour, vinegar and candles, ran ashore on Smith's Point. The cargo was saved, but the vessel became a total wreck, and with the sails, rigging, anchors, etc., was sold at auction for $275.

September 8th, schooner "Marinah," Bryant, from Boston to Philadelphia, in ballast, came ashore at the east side of the island in a severe S. E. storm and eventually went to pieces.

September 8th, brig "Mary Perkins," Chase, from Pictou to Wareham, with a cargo of coal, went ashore on the flats at the northeast of Tuckernuck, but got off after throwing overboard 30 tons of her cargo and discharging the most of the remainder into lighters.

September 9th, a dismasted schooner, supposed to have been loaded with lime, was seen on fire about five miles N. E. of Sankaty. A boat was seen to go to her from a brig near by, and probably took off the crew.

October 9th, schooner "Richmond," Kelley, with a cargo of coal, came ashore on the southwest side of Muskeget, but was gotten off on the 11th, after throwing overboard and discharging into lighters a quantity of her cargo. The damage to the vessel was slight.

November 9th, schooner "Albion Cooper," Capt. A. W. Gibbs, of Pittston, Me., from Saguenay River, bound to New York, with a load of lumber, came ashore in a N. E. gale, near the end of Great Point, where she lay with the sea making a complete breach over her, preventing anyone from boarding or leaving her. The following day, the captain, his wife and one lady passenger landed and put up at the lighthouse. A portion of the lumber was discharged and the vessel was gotten off on the 15th.

November 18th, schooner "Homer," Webb, of Bath, Me., from St. Mary's to Portland, with a cargo of timber and turpentine, came ashore on Smith's Point Island in a heavy gale. One seaman was washed overboard and drowned. The rest, with the assistance of people from Tuckernuck, got ashore safely. The vessel drove well up on the beach, but was subsequently screwed up, repaired and launched July 30th, 1851. She was towed into the harbor, altered into a brig and fitted out from here as a whaler.

November 18th, schooner "Nantucket," Pendleton, from New Haven to Bangor, came into the harbor and anchored during the gale, dragged ashore on the east side of the harbor and remained there until the 22d, when she was gotten off, having sustained no damage.

November 19th, schooner "Eliza Hupper," Robbins, of Machias, Me., from Philadelphia to Boston, drove ashore near Smith's Point Island in a gale. The crew were taken off late the next day, much

exhausted, after having been in the rigging thirty-six hours. An attempt had been made to reach them the day before by two boats from Tuckernuck, but without avail. The vessel went to pieces.

November 19th, schooner "Clarissa," Griffin, from Stonington to Searsport, Me., in ballast, mistook the light on Great Point for that of the Tuckernuck Shoal lightboat and ran on to the end of the point. She remained there until the 22d, when she was gotten off and taken into the harbor.

December 9th, ship "Jacob Perkins," from Manila to Boston, with a cargo of hemp, sugar and indigo, came ashore on Smith's Point Island. A portion of her cargo was discharged into steamer "R. B. Forbes," sent to her assistance; also spars, rigging, etc., and she was finally gotten off.

December 12th, schooner "George Washington," Chase, from this port to Boston, with a cargo of oil and candles, grounded on the Bar, sprung a leak and nearly filled with water. She was freed by pumping and bailing and towed back into the harbor. Only a few boxes of candles were injured.

1851.

March 1st, British brig "Jane," Monagle, from Alexandria to Halifax, struck on Nantucket Shoals, broke her rudder irons, sprung a leak and was run on shore at the southeast side of the island with four feet of water in her hold. The cargo was saved in a damaged condition, but the vessel eventually went to pieces.

May 22d, British brig "Alexander," Weatherhead, of New Castle, England, from New York to St. Johns, N. B., in ballast, came ashore at the south side of the island in a thick fog and remained there until the afternoon of the 26th, when she was gotten off.

May 31st, ship "Jacob A. Westervelt," Hoodless, from Liverpool to New York, with 800 passengers on board, grounded on the South Shoal and remained there until 10 o'clock that night. Steamer "Massachusetts" went to her assistance and put David G. Patterson on board as pilot, who got her out of her dangerous position and took her into New York.

June 11th, brig "Isaac Carver," Curtis, of Searsport, Me., from Philadelphia to Boston, grounded on Tuckernuck Shoal and remained there until the following night, when she was hauled off at high water by steamer "Massachusetts."

October 15th, brig "Corinth," from Cadiz to Beverly, with a cargo of 600 tons of salt, anchored off the east end of the island, having struck on some of the shoals and carried away her rudder. Steamer "Telegraph" towed her into Edgartown next day, leaking 1000 strokes per hour.

November 27th, schooner "Vintage," Bearse, from Boston to New York, with a cargo of plaster, slipped her cables, while at anchor in the sound during a gale, ran in to this port and went ashore at the west side of the harbor. Part of her cargo was thrown overboard before reaching the Bar and the remainder after she went ashore. She was gotten off next day.

December 1st, brig "Lucy Ellen," Smith, from Bangor to New Haven, with a load of lumber, struck on Great Point Rip during a gale, beat over and came ashore at the east end of the island. The vessel and cargo were a total loss.

December 1st, schooner "Mary George," Gilchrist, from Thomaston, Me., to Charleston, S. C., with a cargo of lime, dragged on to Tuckernuck Shoal and bilged. The captain, with his wife and crew of six men, took to their boat and landed on Great Point at night. The vessel was totally lost.

December 1st, schooner "Alcanor," Hicks, from Bangor to New Haven, with a load of lumber, parted her chains in the sound and went ashore near Great Point light with loss of part of her deck load, but finally got off.

December 15th, schooner "Wellington," Baker, of Yarmouth, from Albany, with a load of staves, broke from her anchorage near the Bar, ran on to the flats near Eel Point and bilged. Her deck load, about 6000 staves, was taken off by lighters, but the vessel was entirely swept away during a succession of heavy gales the following month.

December 18th, English ship "British Queen," Conway, eight weeks from Dublin with 226 emigrants on board, struck on one of the rips near Muskeget. When first discovered she had fore and mizzenmasts cut away and a signal of distress flying. Attempts were made to board her that day, but it was too rough. The next morning steamer "Telegraph," with two sloops in tow, went to her assistance. The sufferings of those on board the previous night were very severe and two died. The two sloops brought the crew and passengers to town, where they arrived late in the afternoon, sick and diseased from long confinement in a filthy steerage and presenting a picture of suffering and destitution, having lost everything but what they stood in. The room of Engine Company No. 8, Pantheon Hall and Sons of Temperance Hall were thrown open for the reception of the sufferers and everything was done by the Selectmen and citizens for their comfort. Food and clothing were generously contributed and all were kindly cared for—some in private families. Most of them left the island on the 25th. Several remained here permanently, however, and their descendants still reside on the island. The hull and effects of the vessel were sold at auction for $290, but were entirely swept away during heavy gales about the middle of the following month.

1852.

January 11th, brig "Macon," Watkins, from Savannah to Boston, with 630 bales of cotton, struck on Pollock Rip, sprang a leak and anchored on the east side of the island, with a signal of distress flying. Eight men were put on board to assist in pumping her, provisions were sent her by the wreck agent and she proceeded on her voyage the next day.

February 12th, ship "Shanunga," 546 tons, Patten, from New Orleans to Boston, with 1823 bales of cotton, came ashore near Tom Never's Head, in a thick fog. Most of her cargo was discharged, after which the ship was pumped out and several unsuccessful attempts were made to get her off. She was finally stripped and her hull sold at auction for $100. Laborers received $4.50 per day discharging cargo and for carting, $1.20 per bale—$2.40 per wet bale.

March 3d, sloop "Tawtemeo," from New Bedford, broke her tiller, coming in over the Bar and grounded on Coatue Flats. Her cargo was discharged into lighters and she was gotten off.

April 9th, schooner "Louisa," Stevens, of Plymouth, from Baltimore to East Cambridge, with 80 tons of coal, went ashore on Tuckernuck Flats and filled with water. The crew landed on Tuckernuck. The vessel split in two and went to pieces.

May 30th, brig "Souther," Atkins, from Mobile to Boston, with a cargo of cotton, hides and staves, mistook Sankaty light for Gay Head and ran through Muskeget Channel, supposing it to be South Channel. She grounded on Shovelful Shoal and remained there four hours. Steamer "Massachusetts" went to her assistance and put a pilot aboard, who took her to Boston.

June 2d, ship "James W. Fannin," Norris, from Boston to New York, in ballast, struck on Great Point Rip, but got off at high water.

August 4th, schooner "Union," Foster, of Danvers, from Philadelphia to Boston, with a load of coal, went ashore on the south side of Smith's Point Island. Part of the cargo was saved and the vessel broken up.

December 24th, bark "Forest Prince," Foster, from New Orleans to Boston, with an assorted cargo of hides, tallow, beef, pork, lard, molasses, flour, corn, cotton, etc., came ashore at the south side of the island, at the head of Long Pond. The captain, supposing himself some forty miles off shore, ran aground within 300 feet of the beach. The vessel stuck fast in the sand, bilged and eventually went to pieces. The cargo was about all saved. The bark was a new one of 350 tons burthen.

December 29th, brig "Isabel," Bryant, from Machias, Me., to

New York, with a load of lumber, slipped her cables in the sound and went ashore on Great Point. Her deck load was thrown overboard and she was hauled off by steamer "Telegraph" and towed into the wharf January 3d.

1853.

March 1st, bark "Etiwan," Nelson, from Charleston, S. C., to Boston, with a cargo of rice and cotton, struck on Round Shoal, broke her rudder pintals, anchored between Tuckernuck Shoal and Great Point, and set a signal of distress. The steamer went to her assistance next day, and towed her into Edgartown.

March 14th, schooner "Effort," Loring, of Yarmouth, Me., from Boston to Wilmington, Del., loaded with pig-iron, struck on one of the shoals off the east end of the island, causing her to leak badly. The captain ran her ashore at Squam, but the wind blowing off shore, she backed off and came to anchor. A pilot was put on board next morning, Tuesday, to bring her in, but she was run ashore again Wednesday. She was gotten off Thursday afternoon, after discharging some of the iron and arrived at the wharf Friday morning.

March 17th, schooner "Rough and Ready," Ellenwood, from Eastport, Me., to Philadelphia, with a cargo of 400 barrels of fish and 50,000 laths, lost cables and anchors in the sound and beat over Tuckernuck Shoals, causing her to leak badly. She was boarded and brought into this port.

July 28th, ship "England," Lachlan, of Liverpool, from Tralee, Ireland, to New York, with 600 tons of salt and 310 passengers, struck on Great Point Rip about one and one-half miles from shore, where she remained until the following evening, when she was hauled off by steamer "Telegraph," after throwing overboard about 150 tons of salt, and towed to the Bar. After procuring a supply of water, she left for New York on the 30th, in tow of steamer "Telegraph."

October 3d, schooner "Billow," Fletcher, from Warren to Bangor, went ashore high and dry on the end of Great Point. She subsequently floated off in a storm, but soon grounded again and went to pieces.

November 24th, schooner "Drinkwater," Upton, of Salem, from Philadelphia to Boston, with a load of coal, lost cables and anchors in the sound and went ashore in the Chord of the Bay.

November 24th, brig "Madison," Foster, from Philadelphia to Boston, with a cargo of coal, anchored near Tuckernuck Shoal, sprung a leak and sunk suddenly. The crew took to their boat and landed on Tuckernuck.

November 24th, schooner "John Tunis," Spear, of Rockland,

Me., from New York to Gardiner, Me., with a cargo of 5000 bushels of wheat, was dismasted in the sound and, by the shifting of her cargo, filled and sunk. The crew landed at the Cliff during the night, having saved nothing but what they stood in. An unsuccessful attempt was subsequently made to raise the vessel.

November 24th, schooner "Rebecca Fogg," Adams, of and for Boston, from Philadelphia, with a cargo of coal, struck on Tuckernuck Shoal. The crew landed at Eel Point the next afternoon. The vessel eventually went to pieces.

December 16th, ship "Abby Pratt," of Barnstable, Capt. Bearse, from Calcutta to Boston, with a cargo of saltpetre, linseed, gunny bags, etc., valued at about $200,000, struck on the Old South Shoal about ten miles S. S. E. from Tom Never's Head. The captain and crew left her in two boats at 9 o'clock in the evening, with four feet of water in the hold, and landed at the wharf about noon the next day. Steamer "Telegraph" and several vessels went out to render her assistance, but could find nothing of her. She probably went to pieces in a gale the previous night, or beat over into deeper water and sank.

December 23, bark "Vesta," Winslow, of Bath, Me., from Havana to Boston, at anchor near Tuckernuck Shoal, parted one chain and cut away the mainmast. In the afternoon she was spoken by steamer "Massachusetts" the wind blowing violently and the sea very rough. The captain wished to be towed into this port, but as the bark drew eleven feet of water, it was impossible to do this. She hung on, however, until Sunday morning, the 25th, when the steamer towed her into Edgartown.

December 29th, schooner "Ida Mailler," Liscum, of Brookhaven, from Newport to Baltimore, capsized in a gale and partly filled with water, but righted again. She was seen off Siasconset January 5th, boarded by a boat's crew and afterwards taken in tow by steamer "Telegraph" and brought in to this port in the afternoon. The crew had suffered very much during the gale and one man, a German, was lost when the vessel capsized. Another was in the hold, but succeeded in reaching the deck through the forecastle gangway.

1854.

February 27th, brig "Byzantium," Coleman, of this port, from Wilmington, N. C., to Boston, with naval stores, struck on New South Shoal, drifted off again and sank. The crew took to their boat and landed at Siasconset the next morning, chilled and exhausted. Schooners "W. P. Dolliver" and "Game Cock" went out in search of her and found her some eight miles south of the shoals, full of water. They cut away one mast, which, in falling, broke off the other, took out 100 barrels of spirits of turpentine and 200 barrels of pitch,

saved one anchor, the most of the sails, rigging, etc., towed the vessel to within three miles of Siasconset, and anchored her. She was subsequently towed to the Bar, pumped out, brought in to the harbor and the remainder of her cargo taken out.

September 10th, schooner "Glenroy," from Gardiner, Me., to Fall River, with a cargo of lumber, struck on Bass Rip during a gale, but got off again, anchored off Siasconset and cut away her masts to prevent her going ashore. Next day, she was taken in tow by steamer "Nebraska," but struck on the Inner Bar coming in. Her deck load was rafted the following day and she was towed in to the harbor in the evening. About 40,000 shingles were lost off her deck.

1855.

March 13th, a vessel which afterwards proved to be the "Silver Cloud," of Brooksville, Me., was discovered capsized near Great Point by steamer "Nebraska," but it was so rough she was unable to make fast to her. Soon after the steamer left her, she drifted into the sound and was picked up next day by schooner "Hamilton" of this place and towed to the Bar. Her hatches were off and she had about 300 barrels of flour, corn, etc., in the hold. Nothing was known in reference to the crew. She was afterwards towed in and anchored near the marine railways.

March 15th, brig "Robert Reed," of and for St. Johns, N. B., from Matanzas, with a cargo of molasses, mistook Sankaty light for Gay Head, and went ashore at Tom Never's Head. She was gotten off on the 19th, and towed round into the harbor for repairs.

April 10th, brig "Boston," Upton, from Surinam to Salem, with a cargo of sugar and molasses, mistook Sankaty light for Gay Head, ran ashore near the head of Long Pond, bilged and went to pieces in a gale the next day. The crew landed safely and some of the sails were saved. The captain also saved some $6,000 or $7,000 in specie that he had on board.

July 17th, bark "Prescott," of Boston with a cargo of hides and wool, got aground on Rock Rip near Muskeget. A vessel from Edgartown went to her assistance. A pilot from Nantucket was put aboard and in the afternoon the vessel got off, with shoeing knocked off and bottom injured. She was towed into Edgartown.

August 26th, a brig grounded on Great Point but got off again after throwing overboard her deck load.

August 30th, schooner "Cordelia," of Ellsworth, Me., with a cargo of coal, went ashore on the north side of Tuckernuck and bilged. The vessel was sold to Daniel T. Dunham for $450 and an arrangement was made with him whereby he should have one-half of all the coal he saved. The vessel was subsequently gotten off and an attempt

made to bring her into this port, but she struck on the Bar and went to pieces. Only a small part of the cargo was saved.

October 31st, ship "Gossamer," Groudy, of Newcastle, Me., grounded on Round shoal early in the morning, but got off at 4 o'clock in the afternoon. Steamer "Island Home" went to her, but her assistance was not needed.

December 24th, ship "Timor," of and for Boston, from New Orleans, with a valuable cargo on board, was discovered from Siasconset, beyond Bass Rip, with a signal of distress flying. It being impossible to reach her in boats, steamer "Island Home" was sent to her assistance immediately on her arrival in the afternoon and found her with four feet of water in the hold, having struck on Great Rip and sprung a leak. She was towed into Edgartown and eventually to Boston.

1856.

January 19th, schooner "George Washington," with a cargo of oil, candles, furniture, etc., left this port for Boston, but was compelled to put back on account of head wind when a few miles from the Bar. In coming in she struck on the Bar, went ashore near the Cliff and filled with water. She was gotten off the next forenoon, brought in to the wharf and her cargo discharged.

February 11th, schooner "Mary C. Ames," Bayley, from Ponce, Porto Rico, to Boston, with a cargo of sugar, molasses and fruit, came ashore at the south side of the island near the head of Miacomet Pond. For twenty-five days previous to the accident the vessel had leaked about 2000 strokes per hour and the night previous had drifted considerably while lying to, which deceived them in regard to their position. They also mistook Sankaty Light for Gay Head. The cargo was discharged in good order and the vessel sold at auction for $370. An attempt was made to float her in the early part of April, which had nearly proved successful, when the vessel bilged and had to be abandoned.

February 11th, schooner "Cyclone," Newman, from Darien, Ga., to Boston, with a load of yellow pine lumber, also came ashore near the above. The vessel and cargo were sold at auction for $1,350. About all the cargo was saved and nearly six weeks later the vessel was gotten off, towed into the harbor and sold again for $2,950. The howitzers of the Humane Society were tested in attaching lines to both the above vessels, although communication had already been established.

March 15th, brig "Venus," Wilson, from Chesapeake Bay to Boston, loaded with ship timber, mistook Sankaty Light for Gay Head and went ashore on the southwest side of the island near the head of

Long Pond, making the third vessel wrecked on the south side, within a little over a month, by mistaking the above lights. Her cargo was saved and sold at auction and the vessel was subsequently gotten off.

April 16th, schooner "Sarah Moore" came ashore on Great Point, but was finally gotten off and arrived at the wharf on the 22d.

October 19th, schooner "Persia," from Windsor, N. S., to New York, with a cargo of plaster, struck on Tuckernuck Shoal. She was hauled off the following afternoon by steamer "Island Home," after throwing overboard part of her cargo.

October 28th, schooner "Splendid," of New London, Capt. John Seeley, went to pieces on Tuckernuck Shoal. The captain was washed overboard and lost, but the others were saved. The body of Capt. Seeley was picked up at Siasconset on November 17th.

November 30th, schooner "Sarah," Allen, from Calais, Me., to New York, with 40,000 feet of lumber on board, parted her chains in the sound and went ashore in the Chord of the Bay. The cargo was landed on the beach. During a gale on the 25th, the vessel bilged and lost both masts.

December 15th, brig "Brazilian," of Salem, from Philadelphia to Boston, with a cargo of 250 tons of coal, went ashore on the north side of Muskeget in a gale. The vessel went to pieces in a gale on the 23d.

1857.

January 21st, during a protracted "freeze-up," steamship "New York," from Glasgow to New York, anchored off Quidnet flying signals for assistance. She was boarded by a whale-boat and found to be short of coal in consequence of a long and stormy passage. She brought the first news received here from the mainland since January 5th, it having reached Europe before her departure. No opportunity presenting to coal her there, she was taken and anchored round off Siasconset, on the 24th. Sixty-three men were engaged four days carting coal from town to the beach at 'Sconset. It was then put in bags and taken off in boats. Two hundred and twenty loads, a total of 115 tons, were thus transported. 'Sconset road was badly blocked with snow and it was estimated that 1000 tons had to be removed to allow the coal teams to pass.

January 23d, schooner "Conanchet," Burgess, of and from Plymouth, to New York, with 1250 quintals of fish, became entangled in the ice on Tuckernuck Shoals and as she was leaking badly the captain decided to abandon her. They had only a bucket of fresh water on board and no provisions. Having no boat they provided themselves with boards and left the vessel at 8 a. m. They laid the boards on the ice and crawled on them and in this way reached Great Point at

1 o'clock, with the thermometer 11 degrees below zero, and not one of them frost-bitten. They came to town the next day and a subscription was taken up for them, as they were entirely destitute. They left for New York on the 27th. The "Conanchet" was afterwards seen for several days drifting about in the vicinity of the South Shoal lightship with sails blown away and hanging in pieces over the sides.

January 25th, ship "Bowditch," Smith, of and for Boston, from New Orleans, with a cargo of cotton and hides, struck on Miacomet Rip, but got off the next day and anchored, waiting for the ice to clear. She was boarded that day by parties from here and the captain brought ashore. In attempting to reach the ship at night, for the purpose of putting him on board, the boat became wedged in the ice and was carried some three miles with the tide. After considerable exertion, they managed to work the boat through the ice in the wake of the ship and got on board at dark, remaining there until the night of the 28th.

June 1st, steamship "City of New York," Howes, from Philadelphia to Boston, with a cargo of flour, corn and assorted merchandise, struck on Rose and Crown Shoal, Great Rip, in a thick fog. Immediately after striking, the engine became useless. Efforts were made to get her off by throwing the cargo overboard, but without avail. The crew took to their boats about 8 o'clock the following evening, at which time she had five feet of water in the hold, was thumping heavily and considerably strained. They were picked up the next morning by a smack and brought into this port, arriving about noon. The "Island Home" started at 3 o'clock to render her assistance, but on arriving out, found she had been gotten off by a Dennis vessel, which had put part of her crew on board, pumped her out, thrown overboard the remainder of her cargo, floated her off, and towed her into Dennis. The "Island Home" returned at 11 p. m., having picked up 8 barrels of flour and a case of morocco.

June 1st, bark "Gen. Taylor," Adams, from Philadelphia to Portland, with a cargo of coal, went ashore at the southwest side of the island, near the head of Hither Creek, in a thick fog. There being a heavy surf at the time, the crew were unable to land there in their boats, but passed round Smith's Point and landed on Tuckernuck, arriving in town about 3 o'clock the next afternoon. The cargo was landed and brought $4 per ton. The vessel was sold for $930, and an unsuccessful attempt was made to get her off. She was afterwards sold at auction for $225.

June 21st, British brig "Hannah Hicks," from Philadelphia to St. Johns, with a cargo of coal and flour, went ashore on the west side of Muskeget. She got off without damage after throwing over-

board part of her cargo, but afterwards went ashore on North Rip and went to pieces.

July 8th, schooner "Transit," Davis, from Laguna to Hamburg, struck on Round Shoal in a fog, sprang a leak and put into Boston in distress.

October 15th, bark "John Swasey," of and for Salem, from the coast of Africa, with a cargo of palm oil, coffee and ivory, came ashore at the southwest side of the island near the head of Long Pond. She lay well up on the beach with her bowsprit over the land and her cargo was landed safely, but all attempts to get the vessel off were abandoned and she was sold to parties in town for $165. She was three years old and about 300 tons burthen.

1858.

February 2, bark "N. G. Hichborn," Capt. Ellis, from Matanzas to Portland, with a cargo of molasses, came ashore at the south side of the island, near the Weeweeder Pond, in a heavy S. E. gale. There was a tremendous surf running, which at one time made a clean breach over her and the vessel commenced breaking up. As soon as the people got there from town a line was made fast to a spar and floated ashore. To this line a hawser was attached, drawn ashore and made fast. A pair of hames were then arranged on the hawser so as to be drawn back and forth by means of a small line and the crew were thus drawn ashore, one at a time. A little boy four or five years old who was on board was lashed to the shoulders of one of the sailors and both drawn ashore in safety. The vessel was a fine one, four years old. By observation taken the previous day, the captain thought himself 30 miles to the eastward of the island. The whole cargo was eventually landed, with the exception of two hogsheads of molassses, which had become too deeply bedded in the sand. The hull of the vessel was subsequently sold for $100.

March 13th, schooner "I. & P. Chase," Snow, with a load of mackerel, came ashore on the outside of Great Point, in a northeast snowstorm and bilged. The crew landed safely and were taken care of at the lighthouse. Her cargo was all discharged and the vessel was eventually floated off by means of empty casks and towed into the harbor by steamer "Island Home."

August 11th, brig "John Shaw," Wallace, from Savannah to Portsmouth, loaded with yellow pine lumber, went ashore on Muskeget. She was boarded by a boat's crew from Tuckernuck and the crew taken off.

December 9th, brig "Castilian," Maverick, of Portland, from Havana to Boston, with a cargo of sugar and cigars, went aground on Muskeget Shoals. She was boarded by a boat's crew from Tucker-

nuck. Her cargo was discharged into lighters and the vessel hauled off by steamer "Island Home" on the 17th, taken to the railways, repaired and launched January 5th. She took in her cargo and left for Boston the following Sunday, January 9th. In going out, she grounded on the Bar, but got off after discharging 50 boxes of sugar, and returned to the wharf the next day. On the 14th, she was towed over the Bar in safety.

December 18th, brig "Edward," loaded with lumber, from Calais, Me., went ashore near Tuckernuck and bilged. Steamers Island Home and Eagle's Wing floated her.

1859.

January 2d, sloop "Escort," which sailed from here with a quantity of lumber taken from brig "Edward," (before reported ashore on Tuckernuck) grounded on some of the flats, going out, and in a storm two days later went ashore high and dry on Brant Point. She was subsequently gotten off.

March 23d, ship "Shooting Star," (new) Hotchkiss, from Portsmouth, N. H., to New York, in tow of steamer "W. H. Webb," struck on Tuckernuck Shoal at 5 o'clock in the morning, in a thick fog. The anchors were let go, the ship headed to the wind and struck on one of them, knocked a hole in her bottom and sunk.

March 30th, schooner "Sarah," Eaton, from St. Johns, N. B., to Providence, with a load of laths, came to anchor in the evening about two miles E. by S. of the Cross Rip lightboat. During the night, the wind increased to a gale and at 4 o'clock the next morning she was cut down forward, tore out her windlass and parted her chain. After beating about all the forenoon she struck on the Bar and bilged. She was boarded by a boat's crew from town, who with great difficulty and at the imminent risk of their lives, as the sea was making a clean sweep over her, took off the captain, his wife and crew.

March 31st, schooner "Susan and Mary," Whittemore, from Calais, Me., to Norfolk, Va., with a cargo of laths and plaster, came to anchor near the buoy on Tuckernuck Shoal. During the gale next morning, she tore out hawse pipe and was cut down forward. She was compelled to slip her cable, struck on the Bar, lost her rudder, and went aground on the flats near Coatue. She was boarded by two boats from the shore and her crew taken off. The vessel finally went to pieces.

March 31st, schooner "Hartford," Teague, of Bangor, Me., from Boston to South Carolina, with a cargo of lime and furniture, came to anchor off Tuckernuck Shoal. During the gale next day, she lost her large anchor, was compelled to slip the other at about 10 a. m., and went ashore in the Chord of the Bay about 11. The crew landed safely.

August 5th, schooner "Republic," Woodman, from Bangor to New Haven, with a load of lumber, grounded near Muskeget. The captain left her in charge of a crew from Tuckernuck and went to Edgartown for assistance. Three hours after she was gotten off and taken to Edgartown.

October 11th, brig "Saunders," of Searsport, Me., was found near Great Round Shoal, abandoned and full of water, with masts, rudder, cabin, etc., gone. She was seen two nights previous near and making for the Pollock Rip lightboat. She soon after stood off again and capsized. It was supposed that she had struck on some of the shoals and been abandoned by the crew.

October 28th, ship "Planter" of this port, undergoing repairs on the marine railway at Brant Point, was totally destroyed by fire—supposed to be incendiary.

November 13th, brig "Harvard," Anderson, of and for Boston, from Philadelphia, with a cargo of 700 tons of coal, was hove down off the South Shoal. Six men, including the mate, saved themselves in the boat. The mate afterwards died from exposure. The survivors were picked up by a British brig and carried into New York. The captain, his wife and three men were left on the wreck. The mate and five men rushed for the boat, as the cargo had shifted and they judged the vessel would sink. A sea came on board, carrying the boat and the six men overboard. They attempted to regain the vessel to save the others, but found it impossible. The "Harvard" was a double-decked brig of 415 tons burthen.

December 25th, schooner "Sarah Woodbridge," Atkins, of Salem, from Alexandria to Boston, with a load of coal, struck on Long Shoal. She was boarded next day in a severe gale by James C. Dunham and a boat's crew from Tuckernuck, in the Muskeget life-boat. Finding the vessel's boat stove and the sea running so high as to render it impossible to land with both crews in the life-boat, he promised to stay by till the gale was over. At midnight the vessel filled with water, driving all hands on the quarter-deck. The vessel was now a complete mass of ice and Mr. Dunham ordered life preservers on the boat's crew. A sail was drawn over the men to shelter them from the piercing winds, the sea all the time breaking over the sunken wreck. In the morning, all hands were gotten into the life-boat and landed safely at Muskeget, where they were made comfortable at the humane house. Steamer "Island Home" afterwards went to the wreck, but could render no assistance.

December 27th, schooner "Caroline," from Saco, Me., to Baltimore, with a cargo of pine lumber, in coming into this port struck on the Bar and bilged. The crew took to their boat at daylight the next

morning, but were unable to get through the ice. As soon as they were discovered, a boat from schooner "Ranger," manned by four men, went to their assistance, and succeeded in breaking through the ice and rescuing them. They had suffered very much from cold.

1860.

February 16th, brig "Susan," Capt. Henry N. West, from Georgetown to Bath, Me., with a cargo of yellow pine lumber, went ashore on Muskeget Rip during a gale. The crew took to their boat and landed on Muskeget through a heavy surf. The captain rendered the landing less perilous by pouring oil on the waves, but had it not been for the assistance of parties on shore, some of them must have perished. The cargo was about all saved, but the vessel became a total wreck. Her hull was subsequently sold at auction for $25.

April 12th, schooner "Hill Carter," of Dennis, with a cargo of corn, went ashore on Great Point Rip.

September 14th, schooner "Ringold," Thompson, from Philadelphia to Boston, struck on Pochick rip at 1 o'clock in the morning and remained there until 5 p. m., when she got off and anchored under Siasconset. They were short of water, having been without for four days.

October 11th, schooner "Nevis," Bickmore, from Roundout for Bangor, with a load of coal, struck on Great Point Rip. She was soon discovered and Captain Alexander B. Dunham, with six others, started for the Point, by way of Coskata, walking a distance of four and one-half miles. They reached the life-boat about 11 a. m. and after considerable difficulty succeeded in launching her, the sea being very rough at the time. The boat was manned by Alexander B. Dunham, his brothers George W. and Frederick A. Dunham, Joseph Patterson and Davis Hall, who proceeded to the vessel and in an exceedingly violent sea and strong wind succeeded in taking off the crew, together with the captain's wife and child, who were all kindly cared for at the lighthouse. The "Nevis" was an old vessel and soon bilged. A portion of her cargo was saved.

October 14th, brig "James Davis," Littlefield, from Pictou to Boston, with a cargo of coal, was driven on to the flat ground on the north side of Tuckernuck and eventually went to pieces.

1861.

February 12th, brig "Velocipede," McDonald, of and for Halifax, from Cienfuegos, with a cargo of molasses, came ashore at the south side of the island, between the heads of Hummock and Long Ponds, in a thick fog. The captain, his wife and crew, landed with difficulty and obtained shelter at a farm house. The annual town meeting, then in session, was adjourned the following day on account

of the wreck. A portion of the cargo was saved, but the vessel became a total loss.

March 20th, ship "Liverpool Packet," 1000 tons burthen, Crosby, from Liverpool to Boston, with a valuable cargo of assorted merchandise, struck on the rips to the east of the island, dropped her anchor, dragged and finally cut away her masts. Still continuing to drag, she slipped her cable and drifted until she struck on the "Old Man." After remaining there some time, she beat over and her kedge anchor was dropped, which brought her head to the wind. She had on board twenty steerage passengers besides the captain's wife. The captain supposed himself on the north side of Massachusetts Bay when she struck. As soon as the vessel was discovered, steamer "Island Home" went to her assistance and towed her to Edgartown.

June 8th, brig "Jaffa," Douglass, of Maitland, N. S., from Sydney, C. B., to New York, with a cargo of 210 tons of coal, struck on the "Old Man" and bilged. The crew took to their boats and landed at Siasconset the next morning. The vessel either went to pieces or beat over into deeper water and sank, as nothing more was ever seen of her.

December 2d, brig "May Queen," Captain E. S. Giles, with a cargo of molasses, sugar and honey, came ashore near Low Beach. After several fruitless attempts to send a line from the vessel to the shore, a bluefish line was thrown from the shore to the vessel and by means of this a large line was drawn from the vessel to the shore. By this time, however, the life-boat arrived and got near enough to the vessel to rescue the crew, who were taken off in an exhausted condition. The spars, sails and rigging were saved, also most of the cargo. The hull was sold at auction for $42 and the balance of the cargo for $9.

December 17th, schooner "Stella," Falt, from Baltimore to Boston, with a cargo of corn and flour, struck on some of the shoals after coming through Muskeget Channel, beat over and anchored near Eel Point. She was piloted into the harbor and repaired on the marine railways.

1862.

February 24th, brig "Demarara," Cunningham, of and for Boston, from Remedios, Cuba, with a cargo of sugar and honey, broke from her anchorage under Cape Poge and drifted on to the flats about four miles north of Eel Point. Owing to the gale the following day, it was impossible to board her, but on the 26th she was boarded by a boat's crew from Tuckernuck, who found her all right and the crew comfortable. She floated the following afternoon after discharging part of her cargo.

April 17th, fishing schooner "Elisha A. Baker," of Dennis, which had put in here in a storm on the 12th, with 1300 codfish in her well, on her passage out, struck on the Bar and sank. Her ballast was taken out, she was hauled off, taken on the railways and repaired.

December 21st, schooner "Moses Warrenton," Ray, of Bangor, with a load of coal, went ashore on the west side of Great Point.

December 21st, schooner "Agmear," Hall, from Cornwallis, N. S., to New York, with a load of potatoes, also went ashore at the same place. Both the above vessels eventually got off.

1863.

April 5th, schooner "America," Nugent, from Cornwallis, N. S., to New York, with a cargo of potatoes, was driven ashore at the Haulover. The crew landed in safety at low tide. Her cargo was discharged and the vessel sold as she lay for $365.

April 21st, Prussian bark "Elwine Fredericke," Capt. Carl Zebel, from Cardiff, Wales, to New York, with a cargo of coal, struck on Great Point Rip in a thick fog. She was boarded by Captain David G. Patterson and Captain Aaron Coffin, who, at the imminent risk of their own lives, succeeded in rescuing the crew, fourteen in number. The vessel soon after broke up and large quantities of the wrecked material drifted ashore at the north side of the island. She was three years old and one-half was owned by the unfortunate captain. In recognition of his efficient aid, at the risk of his life, the King of Prussia forwarded to Captain Patterson a heavy silver chronometer watch, suitably inscribed.

August 27th, a large schooner of about 260 tons, later found to be schooner "L. B. Myers," Somers, from Philadelphia to Boston with a cargo of coal, was discovered from town, sunk on Tuckernuck Shoal, with the crew in the rigging. One of the crew was drowned. Soon after a passing propeller took off the rest. Schooner "Rainbow," of this place, was dispatched to her and found her sunk in five fathoms of water. Some of her sails and rigging were taken off.

October 26th, brigantine "Scotland," Cormichael, with a cargo of coal, struck on the shoal grounds at the northeast of the island and sprang a leak. Fearing she would soon founder, the crew and one lady passenger took to their boats. The smaller boat, containing three men, soon foundered. The men were rescued and taken into the larger boat, which returned to the vessel and remained under her lee until daylight, when they started for the eastern shore, landing near Squam Head at about 1 o'clock in the afternoon. The lady fainted while the boat was in the surf, from exhaustion, caused by exposure and loss of sleep. She was conveyed to the farm of Elijah Luce and kindly

cared for. The weather was too severe to go to the vessel that day and on visiting the spot the following day it was found that she had sunk in twenty fathoms of water. She was three years old and about 300 tons burthen.

November 20th, bark "Sarah A. Nichols," Capt. Nichols, of Searsport, Me., from Elizabethport to Portland, struck on Great Point Rip and soon after broke up. The captain's wife and child eight months old, servant, first mate and two of the crew, who had gotten into the boat, had to be cut adrift in order to save the boat from sinking alongside. The captain, second mate and three men who remained on the quarter-deck, floated off with it after the vessel broke up and with the loss of one man, were picked up by a smack and carried into Edgartown the next day. In the list of passengers who arrived in Boston on the steamship "Africa" from Liverpool, the middle of the following January, appeared the name of "Mrs. Nichols, infant and nurse," probably the wife and child of Captain Nichols, who had been picked up by some passing vessel and carried to England.

December 8th, during a very severe gale from the northwest, with snow, schooner "Volant," 250 tons burthen, Dodge, from Bangor to Washington, with a load of lumber, broke from her anchorage in the sound and went ashore on the east end of the Bar at about 10 a. m. She was discovered from town and Capt. Alexander B. Dunham, with a boat's crew, started to their relief. On arriving out, they found it too rough to go alongside, but foreseeing this, they had provided themselves with a fishing boat, in which he and three others embarked, leaving the sail boat anchored about half a mile distant. The sea was making a clean breach over the vessel, which had by this time become so iced up that the crew were unable to leave in the usual manner, but were taken on board by means of a line, then transferred to the larger boat and landed at the wharf in safety. On the 13th, the vessel having become sufficiently lightened, was towed in from the Bar by steamer "Island Home."

December 11th, schooner "Odessa," Capt. Thomas Amos, from St. Johns to Newport, with a load of lumber, was found water-logged in the sound and boarded by Alexander B., George W., Lorin A. and John H. Dunham and William J. Burgess, from the "Island Home," who took off the crew, five in number. They had been in the rigging forty-eight hours, without food or water, and had their hands and feet frozen. They were kindly cared for on board the "Island Home," the crew of the steamer giving up their own food to the crew of the vessel. On her return, the steamer towed the vessel to the Bar and on the 13th, being favored by an unusually high tide, towed her and the "Volant," mentioned above, into the inner harbor.

December 15th, schooner "Clara," Crowell, of Dennis, from Baltimore to Boston, with a valuable and assorted cargo, came ashore on Great Point, with no one on board. It appeared from the captain's statements, that having been unable to get an observation, they got among the shoals, lost anchors and chains, beat across several shoals and were about to go on another, when they took to their boat and landed on Chappequiddick island, near the Vineyard. The vessel brought up on Great Point, but was gotten off on the 22d, and towed to Holmes Hole, for repairs, by steamer "Island Home."

1864.

January 4th, schooner "Gen. Knox," Barter, of Thomaston, Me., from Hampton Roads to St. Johns, N. B., with a load of white oak ship timber, went aground on the shoals west of Muskeget. Steamer "Island Home" went to her assistance and towed on her till after high water, but did not succeed in getting her off. A schooner was immediately dispatched to lighten her of her cargo, but the weather being thick, she grounded on the Bar and did not reach her. By the assistance of a company of men from Tuckernuck, the vessel was gotten off next day at high water and proceeded on her voyage on the 7th.

January 15th, schooner "Gen. Peavey," of Maine, from New York to Pembroke, Me., with a cargo of pig iron, struck on Tuckernuck Shoal, causing her to leak badly. She was taken in tow by steamer "Island Home" next morning and carried to Holmes Hole.

March—, schooner "Triumph" was sunk near the Cross Rip lightship. Captain D. G. Patterson contracted to save the cargo and if possible raise the vessel, but no further mention of her appears.

March 23d, a vessel with no one on board came ashore near Muskeget, having probably driven over from the other side in a severe gale.

April 4th, British bark "Eleanor," Brothers, from Cardiff, Wales, to Portland, with a cargo of hemp and coal, struck on the shoals off the head of the harbor, got clear and anchored off Squam. Three unsuccessful attempts were made to board her from the shore, the boat being swamped each time and finally stove by the violent surf which rolled upon the beach. In the meantime, however, the crew landed at Quidnet in their own boats, bringing a few personal effects, nautical instruments, etc., leaving the vessel at anchor, leaking badly. The "Island Home," on her arrival, went out to her, took her in tow and carried her to Hyannis, where she sank near the breakwater. Had it not been for the service rendered by the "Island Home," the vessel would have sunk at her anchors and been totally lost.

April 13th, at 3 o'clock in the morning, schooner "Jennie Morton," Averill, of Baltimore, from Matanzas to Portland, with a cargo of sugar and molasses, came ashore near Smith's Point. The captain mistook Sankaty light for Gay Head and struck about 300 yards from the shore. The vessel was subsequently kedged off after staving her deck load of 30 hogsheads of molasses.

April 17th, schooner "William Jones," from Baltimore to Portland with a load of coal, ran ashore on the end of Great Point. She was gotten off on the 20th, parted her chains in the gale that day and had to be run ashore in the Chord of the Bay. She was gotten off again the following day and taken to Edgartown.

April 17th, two schooners grounded on Great Point Rip, but were soon gotten off and proceeded on their voyages. These disasters were occasioned by the absence of the Cross Rip lightboat, she having broken from her moorings a few days previous and drifted ashore on Cape Poge.

May 31st, at midnight, schooner "Gazette," Chandler, of and for Boston, from Philadelphia, with a cargo of coal, struck on Great Point Rip, but was gotten off next day and proceeded on her voyage leaking a little.

June 3d, at 1 o'clock in the morning, brig "Sea Lark," O'Neal, of and for Boston, from Nuevitas, with a cargo of molasses and sugar, grounded on Tuckernuck Shoal and remained there until 10 o'clock, when she was gotten off and proceeded on her way.

October 1st, schooner "Charlotte," Richardson, from Bangor, Me., bound to Newport, R. I., with a load of lumber, struck on the outer end of Pollock Rip about 8 o'clock in the evening and damaged the vessel so badly that when she drifted off she commenced sinking. She finally struck on Great Round Shoal and knocked her bottom entirely out. Her crew took refuge on the quarter-deck and drifted about until the 3d, when they were sighted by the steamer on her passage to Hyannis. A boat was immediately sent to them and they were taken on board in a very exhausted condition and landed at Hyannis.

November 9th, brig "Jacinto," from Cienfuegos, Cuba, bound to Boston, grounded on Great Point Rip, but was gotten off at night and left the Bar for Hyannis the next day.

1865.

March 26th, schooner "Annie Caroline" ran into the Handkerchief Shoal lightship and was so badly damaged that she sank soon after. The crew took refuge on the lightslhip and were taken off next day by steamer "Island Home." The vessel was stripped and wrecked.

June 10th, English ship "Stadacona," Stewart, in ballast, came ashore on Smith's Point, near the head of Hither Creek, in a thick fog. She had on board a crew of thirty men and the officers, crew and a number of soldiers (passengers) taken from the U. S. steam transport "Admiral Dupont," from New York to Fortress Monroe, which vessel she had run down on the morning of the 8th. The soldiers were furloughed men from Sherman's army and were on their way back to join their respective regiments. By the collision, one fireman, six soldiers and one colored woman (passenger) were lost. The fog being very dense, the first intimation the citizens had of the disaster was the soldiers marching into town. They marched directly on board the steamer, which was then about ready to sail, where they were furnished with provisions by the citizens. A steam tug from New York was sent down to the assistance of the vessel and she was gotten off July 8th.

June 11th, steamer "Saxon," Matthews, from Boston to Philadelphia, grounded on Great Rip. Steamer "Island Home" went to her assistance and after parting three large hawsers and tearing out one of her bitts, succeeded in getting her off. The "Saxon" afterwards ran onto Three Fathom Bank, when the "Island Home" again hauled her off and she proceeded to Philadelphia.

September 8th, schooner "Champion," Sleeper, of South Thomaston, Me., bound to Belfast, foundered in a gale while trying to get into Edgartown. The crew took to their boat and landed on Tuckernuck at about 1 o'clock the next morning. The bottom plank of the vessel came off, her cargo washed out and she drifted on to the shoals near Tuckernuck, where she was boarded and stripped of sails, rigging, etc.

October 12th, schooner "Carroll," Parsons, of East Machias, Me., from Machias to New York, with a load of lumber, parted her chains and had her sails split in a gale and went ashore on Great Point. She was boarded by a boat from town and the crew taken off.

October 12th, schooner "Champion," Sawyer, of Millbridge, from Elizabethport, N. J., to Newburyport, with a load of coal, sank off Great Point. The crew landed safely. About 35 tons of coal were saved and sold at auction, bringing from $12 to $13 per ton.

October 21st, at 1 o'clock in the morning, schooner "Eveline Treat," Capt. Job Philbrook, from Philadelphia to Gloucester, with a cargo of coal, struck on Miacomet Rip. At daybreak she was discovered from the tower, some 300 feet off shore, with five men, two of whom were the captain's sons, lashed in the rigging. The sea carried away her house on deck soon after. The wind had blown fiercely through the night and the waves swept her decks continually. The

mortar and apparatus of the Humane Society were conveyed to the beach and a small line thrown over the vessel, which was secured by one of the captain's sons, who, though cold and stiff from exposure, succeeded in hauling a hawser attached to it across and making it fast to the mast-head. A sling was attached to the hawser and the captain's sons endeavored to prevail upon their father to get into it and be drawn ashore. He made the attempt, but his courage failing, he resumed his former place in the shrouds and refused to move. The mate then fastened himself into the sling and was slowly drawn towards the shore. When half way over and again when near the beach, a snarl in the rope rendered it impossible to pull him in. A line was thrown him which he caught, fastened round his waist and leaped into the sea. By the joint efforts of those on shore, he was rescued and carried quickly to town, where he was kindly cared for. The second man, one of the captain's sons, came ashore in a similar manner. Three men yet remained in the rigging. While the two younger ones seemed active, it was the universal desire to save the life of the captain. A life-car was adjusted to the hawser and Daniel W. Folger, of this town, volunteered to go off to the vessel and, if possible, persuade the captain to get in; but this failed to work and the sling was their only resort. Finally the young sailors on board succeeded in helping the old man into the sling and when they had firmly bound him, he was slowly drawn landward. When midway between the vessel and the beach, the line became entangled and for about an hour and a half the captain hung swinging over a yawning surge in his stocking feet, bare-headed and cramped from the nature of his position, with the drifting sea foam beating in his face and drenching him to the skin, and occasionally partly submerged by the rising waves. The men in the shrouds still worked upon the snarl, but it would not give way. Night was coming on and something must be done soon, as the man could not survive much longer. At this juncture, a young man named Frederick W. Ramsdell fastened a light rope around his waist, sprang upon the hawser and made his way out. With a knife, which he carried in his teeth, he detached the line fastened to either side of the seat, made fast the ends and flung it into the sea. He then took the rope from his waist, secured it to the sling and worked his way back to the shore. It was a daring feat, but well performed. Nothing then remained but to haul the old man in. Eager hands bore him to a carriage in waiting and he was soon under a friendly roof. The line reaching from the shore to the vessel was then cut, again attached to the running block and the sling was hauled off. It was not long before the last two men were landed and the large concourse of citizens who had thronged the beach, with lightened hearts wended their devious ways homeward. Mr. Ramsdell was afterwards presented with the highest medal of the Massachusetts Humane Society. The vessel and cargo were a total loss.

October 27th, schooner "Amelia," Fitchet, of Halifax, loaded with freestone and butter, ran aground on Tuckernuck Shoal. She discharged her cargo into lighters sent out to her and was gotten off on the 31st.

December 22d, schooner "Haynes," of and for Boston, from the West Indies, loaded with logwood, ran ashore at the south side of the island near the head of Hummock pond. The crew abandoned her and perished in attempting to reach the shore. Had they remained on board all would have been saved. On the following Sunday a body identified as that of the steward was found upon the beach. The cause of her getting ashore was unknown, but it was supposed that her captain mistook Sankaty light for Gay Head and ran accordingly. The position of the vessel warranted this conjecture, as she lay about as far west of Sankaty as she should be from Gay Head on entering the Vineyard Sound. Her cargo was discharged and carted to town, but the vessel went to pieces.

December 25th, ship "Newton, "Capt. F. G. Herting, of and for Hamburg, from New York, with a cargo of kerosene, staves, rosin, fustic, etc., went to pieces early in the morning, on the south side of the island, to the eastward of Maddequecham Pond. One of the crew was found about half a mile inland, naked, with his face buried in the sand. He had probably reached the shore by swimming and started for the nearest house, but perished on the way. He was about twenty-five or thirty years of age. On his right arm were the initials "J. K.," marked with India ink and on his left arm "C. U." He was afterwards identified as the second mate of the "Newton." The beach for miles to the eastward of the wreck was covered with fragments, apparently the result of an explosion, which many thought must have occurred and everything seemed to favor such an opinion. Large spars were broken off short, as was also an iron truss about the size of a man's arm, and a large iron tank lay high upon the beach one or two hundred yards from the wreck. The breakers were filled with barrels of kerosene, fragments of broken barrels and other articles of which her cargo consisted, while her iron hull itself seemed to be crushed like an egg shell into a shapeless mass. A startling coincidence that within a little more than forty-eight hours two vessels should thus land on our shores and not a soul survive to tell the mournful story. Many conjectures were rife as to the cause of both disasters, but as there was not a single survivor spared to tell the tale, the whole affair must always remain shrouded in mystery. Along the line of the beach, stretching as far as Quidnet, dead bodies were to be seen floating in the surf and afterwards thrown upon the sands. Seventeen bodies in all were washed ashore, the most of which were identified as belonging to the "Newton," These were entombed

in the Unitarian burying ground and afterwards buried side by side, each grave being numbered according to the order in which the body came ashore. Very solemn and imposing funeral ceremonies were conducted in the Methodist Church on the following Sunday afternoon, after which the citizens, with others who were inclined, formed in front of the church and walked to the cemetery, where hundreds, including many ladies, gathered around the tomb to pay their last tributes of respect to the unknown dead. Upon evidence furnished by the ship's agent, it was ascertained that Capt. Herting was a Free Mason and his remains were taken in charge by Union Lodge and buried from their room the following afternoon with Masonic rites. The "Newton" was an iron ship of 699 tons burthen and nearly new, having made but one voyage. About 2200 barrels of kerosene, together with a quantity of fustic, etc., were saved and the wreck was subsequently sold at auction as she lay, to New Bedford parties, for $510.

December 27th, bark "B. Colcord," bound from the West Indies to a port in Maine, in ballast, went ashore on Gravel Island Shoal. Steamer Island Home went out to her, but owing to the heavy sea running, which, together with the wind, had driven her far up on the shoal, she could not get near enough to render any assistance. The vessel was finally abandoned, sold at auction and purchased by a company in town, who gave her up to a wrecking party to get her off. After working on her all winter, they gave up to another party from abroad, who worked upon her, but with no better success. The company who purchased her then made a contract with Capt. David G. Patterson to get her off, which he succeeded in doing after several weeks' labor and she was towed to the wharf. She was subsequently fitted out from here as a whaler and sold round Cape Horn on the voyage.

1866.

January 5th, schooner "Sandalphon," from Boston to Savannah, with 800 barrels of potatoes, went aground on Tuckernuck, but got off without assistance.

April 24th, three-masted schooner "Samuel Colt," Hilliard, of Portland, Conn., from Jersey City to New Bedford, with a cargo of $1000 worth of spars and 200 tons of coal, came ashore on the southwest side of the island, near the head of Broad Creek and bilged. The captain and mate were both washed overboard and lost. The remainder of the crew, three in number, were saved. Her spars, sails, etc., and deck load of spars were saved. The body of Capt. Hilliard was found three days later, about four miles to the eastward of the wreck.

May 1st, schooner "Eunice H. Adams," Coleman, which left

here for a whaling voyage in the North Atlantic Ocean, grounded on the flats on her passage out and, the tide falling, left her remaining aground. About midnight, steamer "Island Home" went out to endeavor to get her off, but did not succeed. The following day a severe storm of wind and rain set in. Before noon the wind had hauled to the northward, sending in a heavy sea, which as the tide rose, caused the vessel to thump heavily. About 1 o'clock she floated, slipped her cables, came back into the harbor and was run aground on the flats south of the Commercial wharf. The next morning the gale had abated and she was hauled off without having sustained any injury.

June 18th, bark "Winslow," Brooks, from Philadelphia to Portland, with a cargo of coal, struck on one of the rips west of Muskeget, bilged and filled. She was subsequently stripped of sails and rigging.

July —, the bottom of a vessel came ashore at the west end of the island. She appeared to have been loaded with kerosene and burned at sea.

September 9th, schooner "Leesburg," Capt. Charles Smith, from Portland to Elizabethport, N. J., with a load of lumber, struck on Great Point Rip. Her deck load was thrown overboard, after which an attempt was made by steamer "Island Home" to haul her off, but she did not succeed, as the vessel filled with water. On the following day, however, she was gotten afloat and proceeded to Holmes Hole.

October 4th, brig "Star Castle," Thomas, from Brunswick, Me., to New Haven, with a load of lumber, ran on to Great Point Rip. She was gotten off and towed into the harbor November 2d, having stove a hole in her bottom by running on to an anchor. Her hull and effects were sold at auction November 7th, for $1,916.84.

December 24th, brig "C. C. Van Horn," Thomas, bound from Cienfuegos to Boston, with a cargo of sugar and molasses valued at $25,000, struck on Great Point Rip in thick weather. The crew abandoned her in a sinking condition and landed on Great Point. Owing to the thickness of the weather, the vessel was not seen from town; word was sent down from the Point, however, and the "Island Home" went to her immediately, but could render no assistance as the vessel had sunk before she got there. On the 26th, the steamer again went to the wreck and found she had risen to the surface. She accordingly made fast and towed her in till she grounded on the Bar. During a severe gale the following afternoon she was driven westward; in the night the wind changed to the westward, still blowing a gale, and she was driven back to the Bar, near where she was left by the

steamer. Her cargo was subsequently discharged and the vessel stripped of sails, rigging, spars, etc. Her hulk was finally driven ashore high and dry at the foot of the Cliff, where it remained for many years, a special object of interest to summer visitors. It also did good service during the summer months as a free bath house for men and boys.

December 28th, the Cross Rip lightship, manned by a Nantucket crew, in charge of the mate, Charles M. Thomas, (the captain and watch being ashore on liberty) broke from her moorings during a heavy westerly gale and drove out to sea. No tidings were heard of her for six weeks and all hands had been given up as lost when a letter was received from New Orleans announcing the arrival of the crew there the last of January on ship Henry L. Richardson, from Thomaston, Me., which had sighted the lightship December 29th in a sinking condition, with signals of distress flying, and taken off the crew.

1867.

May 22d, schooner "Fanny Bagley," Small, from Eastport, Me., to Philadelphia, with a cargo of 350 tons of plaster, struck on Great Point Rip during a thick fog and sank. Her spars, rigging, etc., were saved and the hull sold at auction for $25; the cargo sold for $1. The schooner was a new vessel of 250 tons burthen.

July 30th, sloop "Guilford," of New Bedford, which came here with diving and other apparatus on board to operate on the wreck of the ship "Newton," (lost December 25th, 1865) was sunk by striking on the wreck. There was a heavy sea running at the time and the crew were unable to save much of anything except what they stood in. Her sails and rigging were saved later in the day, but nothing was to be seen of the vessel the following morning.

December 22d, schooner "Nil Desperandum," Capt. Oliver, of Wellfleet, from Tantiers, Md., to Boston, with a load of oysters, struck on Great Point in a thick fog, but was gotten off on the morning of the 25th, after throwing overboard part of her cargo.

1868.

January 26th, British brig "J. E. Woodworth," Capt. Carde, of and from Windsor, N. S., to New York, with a cargo of plaster, having experienced several days of very heavy weather, mistook Sankaty Head light for that on Montauk Point, and anchored off Low Beach. The wind increased to a gale and the vessel commenced to drag her anchors. Fearing she would drag on to Pochick Rip and go to pieces, her cables were slipped and she was run ashore at Low Beach. She was subsequently gotten off, but swung on to the beach again and bilged. Her hull and spars were sold for $920 and her cargo for $2.

After being stripped, she was again sold at auction for $75. She was a new vessel, just launched.

May 20th, ship "Templar," Rogers, of and for Boston, from Calcutta, grounded on Bass Rip. The crew were taken off by a passing smack and carried into Holmes Hole. The ship floated off in the night and went ashore near Muskeget. Steamer "Monohanset" went to her assistance and towed her into Edgartown, leaking badly.

July 17th, brig "Eliza," Beckwith, of Sydney, Cape Breton, from Port au Prince to Boston, with a partial cargo of honey, coffee, bones and rags, came ashore at the south side of the island, near the Miacomet Pond. Owing to a thick fog, they had gotten so near the land that the vessel thumped heavily while lying at anchor, and they were compelled to slip her cables and run her ashore. The vessel was old and proved a total loss. Her sails, spars, rigging and all her effects were sold at auction for $500. Her hull was also sold at auction for $55. Her cargo was about all gotten out and forwarded to Boston.

October 17th, a sudden and severe gale from the north began shortly before noon, lasting until the next day, during which the following disasters occurred:

English schooner "Unexpected," Capt. Robertson, anchored in the sound, dragged steadily toward the Bar. Her light was seen on the bar during the evening and a volunteer crew attempted to board her, but the gale was so fierce they were unable to make any headway. Next morning it was found she had driven over and grounded in smooth water.

Schooner "J. B. Myers," Elwood, of Southport, loaded with coal, went ashore in the Chord of the Bay.

Schooner "Smith Tuttle," Day, of Gloucester, also coal-laden, drove ashore on the outside of Coatue.

A small vessel (name not given) was wrecked in the Chord of the Bay. Another, partially disabled and anchored near Great Point with signal set for assistance, was boarded by a wrecking crew who worked her in to Hyannis.

Schooner "Balloon," lumber-laden, sank near the Bar.

Of the above the "Balloon" was raised and towed to Holmes Hole by steamer Island Home, and the "Unexpected" and "Smith Tuttle" were subsequently gotten off and brought in here.

1869.

January 21st, British brigantine "Glenlevit," of St. Johns, N. B., from Pernambuco to Boston, with a cargo of sugar, struck on

South Shoal. The crew, eight in number, abandoned her at 5 p. m., and landed at Low Beach about midnight. The vessel was fallen in with on the 23d by pilot boat "Francis Perkins," 250 miles east of Sandy Hook, and taken into New York, after throwing overboard 100 bags of sugar.

February 26th, ship "Harry Bluff," Capt. Oliver, of New York, from Cadiz to Boston, with a cargo of salt, wine and cork, struck on South Shoal and soon after filled with water. She was abandoned at anchor in thirteen fathoms of water, with sixteen feet of water in the hold and probably foundered soon after. In leaving the ship, two of the crew were drowned and two more were afterwards frozen to death in the boat. The survivors were picked up by brig "Clara Jennings," carried to Boston and most of them placed in the hospital. All were more or less frost-bitten.

March 18th, schooner "Z. L. Adams," Robbins, from Philadelphia to Boston, with a cargo of 350 tons of coal, mistook Great Point light for that of the Cross Rip lightboat and ran on to Great Point Rip. She was gotten off on the 20th, after throwing overboard part of her cargo.

April 15th, schooner "Sidney Price," Townsend, of and for Philadelphia, with a cargo of ice, struck on Great Point Rip, but was gotten off with three feet of water in the hold and leaking badly. The captain was injured by the wheel when the vessel struck.

July 20th, a wrecked vessel was seen floating by the island. On her return from Hyannis the following day, steamer "Island Home" started in pursuit of the wreck, and came up with her between Gay Head and Noman's Land. She proved to be the bark "Harriet Livesley," of Pictou. She was on her beam ends and full of water, having apparently been run into by a steamer a short time previous, and was so badly wrecked as to be of comparatively no value. Her deck was gone on the leeward side, and her cargo, if she had any, had washed out. The steamer towed her into Tarpaulin Cove.

December 8th, schooner "Ringleader," Snare, from Bangor to Boston, with a cargo of hay, bricks and potatoes, went ashore in the Chord of the Bay and filled with water. Part of the cargo was thrown overboard and part of it landed on Coatue. The vessel was gotten off on the 13th and towed to Holmes Hole by steamer "Island Home."

1870.

March 16th, schooner "Leila," Foss, from Satalia, Ga., to Portland, with a cargo of yellow pine lumber, came ashore on the south side of the island near Miacomet Pond in the night, during a severe gale. The crew got ashore safely, although badly chilled. The cargo was saved, but the vessel was a total loss.

August 30th, brig "Poinsett," Anderson, from Havana to Boston, heavily laden with sugar, having on board 355 hogsheads and a few boxes, ran ashore on the south side of the island near Nobadeer Pond. About 40 casks in all were saved, when the vessel broke up and became a total loss. Fragments of the vessel were strewn along the beach for miles.

September 28th, U. S. steam frigate "Guerriere," from Portsmouth, N. H., to New York, having on board the remains of Admiral Farragut, ran ashore on Great Point Rip. She was boarded by Captain Alexander B. Dunham, and being in need of assistance, a boat was sent ashore for steamer "Island Home" and lighters. The steamer went to her immediately with an extra crew and the necessary equipments, taking schooner "Onward" in tow. Two other schooners were sent to her and she was lightened of her cargo by the three vessels, which lay alongside and took on board shot, shell, provisions, etc. An anchor was put out, by which, together with the assistance of the "Island Home," the frigate was hauled off the next afternoon, after which she steamed around inside the Point, took in her cargo and left for New York on Saturday afternoon, October 1st. The remains of Admiral Farragut were transferred to the "Island Home," carried to Hyannis and sent on to New York, accompanied by a delegation from the City Council of New York and a guard of marines.

September 29th, parts of a wreck, apparently a vessel of 100 tons or more, including a piece of the stern, with the name "Edward King" upon it, were washed ashore at the east end of the island.

October 28th, steamer "Saxon," Sears, from Philadelphia to Boston, went aground on Horse Shoe Shoal. Steamer "Island Home" went to her and hauled her off, making the second time she had rendered assistance to the same steamer. (See June 11th, 1865.)

November 20th, fishing smack "Reindeer," Ivans, from Greenport to this place, struck on the Bar coming in and eventually went to pieces.

1871.

January 9th, bark "Sarah M. Smith," Bishop, of St. Johns, N. B., from Liverpool to Boston, with an assorted cargo of railroad iron, salt, wool, etc., ran on to Tuckernuck Shoal during a severe gale. The captain mistook Chatham light for Cape Ann and struck on Pollock Rip, starting a bad leak. He then tried to make a harbor, but owing to thick snow squalls, could not see the Cross Rip light boat, and got so far in that he brought up on Tuckernuck Shoal. The following morning steamer "Island Home" went to her assistance, but finding it necessary to employ lighters, returned and towed out several vessels. Her cargo was discharged and the vessel floated Sunday, the 15th. She was taken in tow next day by the "Island Home" and carried into Hyannis.

LANDING THE CARGO OF BRIG POINSETT ASHORE AT NOBADEER.
From a painting by George G. Fish.

February 4th, schooner "Mary Anna," Capt. F. G. Lennan, of Hampden, Me., from South Amboy to Portland, with a cargo of coal, having broken from her moorings near Chatham the previous day and become so iced up as to be in danger of sinking, was stranded near the Inner Bar, where she was discovered next morning (Sunday) firmly bedded in the ice, with a signal of distress flying. Steam was at once gotten up on the "Island Home" and she was started to the rescue. She succeeded in forcing her way around Brant Point, but a short distance beyond she came to a stand. The ice quickly closed in behind her and she was unable to proceed or even return, remaining there until Tuesday afternoon, completely docked as it were. Various attempts were made to reach the vessel during the day, but it was found impossible, as the ice was in that treacherous condition which forbade the possibility of travelling upon it, while it was equally impossible to work a boat through it. About 10 o'clock that night, a party of eight men, provided with two dories and several long boards, pushed out from the Cliff shore, feeling their way cautiously towards the distressed vessel. The night was clear, but the air was stinging cold and the ice in some places unfit to bear the weight of the dories. At such places the boards came into play and in two instances they were obliged to take to their boats and pull. Thus altering the different means of locomotion to suit the circumstances, they toiled on some two hours and a half in passing a distance of about two miles. They reached the wreck all safe and found the crew, five in number, nearly worn out with cold and exhaustion. The vessel lay well over on her beam ends in ten feet of water, with her deck partly out and every part of her cumbered with ice to such an extent that only the general form of the hull could be distinguished. But a short stay was made at the vessel and the return was effected in the same manner as the passage out, the whole party landing about 3 o'clock Monday morning, safe and sound, saving a few frost-bites, but nearly worn out with cold and exhaustion. The men who succeeded in reaching the vessel and rescuing the crew were Isaac Hamblen, George A. Veeder, Alexander Fanning, James A. Holmes, Joseph P. Gardner, William E. Bates, Stephen Keyes and Henry C. Coffin. Had relief been delayed but a short time longer, two out of the five must have perished. The steward, who had both feet frozen, had given himself up to die, actually bidding good-bye to his shipmates, who covered him up the best they could and left him to his fate. A silver medal was awarded to each of the rescuing party by the Massachusetts Humane Society and quite a sum of money was raised by subscription and distributed among them. A portion of the cargo was afterwards saved and the vessel stripped and broken up.

August 20th, schooner "Matilda M.," of Parrsboro, N. S., with

a cargo of plaster, struck on Great Point Rip. Steamer "Island Home" went to her assistance and succeeded in hauling her off the following night, after about 50 tons of her cargo had been thrown overboard.

October 26th, bark "Conquest" ran on to Round Shoal. She remained there until the 28th (Saturday), when she was gotten off and proceeded to Boston, leaking about 150 strokes per hour. Owing to foggy weather, she was not seen from town until Saturday, when the "Island Home" went to her, but was too late to be of any assistance.

October 29th, schooner "Mary H. Banks," Chase, from Georgetown, D. C., to Wareham, with a load of coal, ran ashore at the west end of the island, near Further Creek. A crew from Tuckernuck manned the life-boat of the Mass achusetts Humane Society, and after much difficulty and at the risk of their own lives rescued the crew and one lady, the mate's wife, from their perilous position, chilled through and exhausted. The vessel broke up and became a total loss. Her remains were subsequently sold at auction for $30 and the coal in and about her for $2.

October 30th, brig "C. C. Shaw," of Yarmouth, N. S., from Turk's Island to Boston, with a cargo of salt, ran on to Great Point Rip. She was gotten off with the assistance of six lobster men from the shore. Steamer "Island Home" offered assistance, which was declined.

1872.

January 7th, schooner "Daniel Reed," from Boston to Amboy, in ballast, parted both chains in a northwest gale and went ashore in the Chord of the Bay on the west side of Great Point. She was gotten off on the morning of the 9th and towed into Hyannis by steamer "Island Home."

April 4th, German bark "Willy & Emmy," Andrews, from Wilmington, N. C., to Queenstown, Eng., struck on Great Point Rip. The mate, with a boat's crew, landed at Siasconset the next morning and came to town for assistance. The "Island Home" went out to her and made several ineffectual attempts to haul her off. She was finally lightered and stripped of sails, rigging, etc., which were sold at auction. The vessel went to pieces, but little of any value being saved.

August 24th, fishing schooner "Rebecca Bartlett," of and for Gloucester, from the Banks, was discovered aground on Bass Rip, with a signal of distress flying. A life-boat was manned by eight men, who went to their assistance. Anchors were gotten out and the vessel kedged off at about 5 p. m., when the crew from the shore left her off Sankaty Head, leaking about 700 strokes per hour.

BARK MINMANUETH
Ashore near the Miacomet Pond.

She was gotten off after discharging about 1000 bags of coffee on the beach.

Photos by Freeman.

September 2d, schooner "G. Barrows," from St. Johns for Providence, with a load of lumber, struck on Great Point Rip in the afternoon, threw over her deck load and floated about 7.30 p. m., just as steamer "Island Home," which had been sent to her assistance, got there.

December 8th, schooner "H. Means," ran ashore on Tuckernuck. She was gotten off with loss of deckload of staves and brought in here for repairs.

1873.

March 8th, bark "Blanche Home," Capt. Buck, from New York for Portland, stranded on Little Round Shoal. She was boarded next day by steamer "Verbena" and assistance rendered to get her afloat, after which she proceeded on her voyage.

March 20th, bark "Celeste Clark," Foster, of and for Boston, from Liverpool, struck on Little Round Shoal in a snow storm. The crew took to their boat and succeeded in reaching the Shovelful lightboat in safety, though much exhausted. The bark soon went to pieces.

July 30th, British bark "Minmanueth," Sherris, from Rio Janeiro to Boston, with a cargo of 4000 bags of coffee, came ashore at the south side of the island, near the Miacomet Pond, in a thick fog. The weather proved very fine and the vessel was gotten off three days later, after discharging about 1000 bags of coffee.

November 18th, bark "Flora M. Hurlburt," Dudley, from Boston to Galveston, Texas, with an assorted cargo, came ashore at the north side of the island, near Whale Rock, inside the Bar, in thick weather. During a violent gale the previous night the vessel had struck on one of the shoals, but drove off again. She floated next day and anchored inside the Bar with two lighters alongside. She remained at anchor until the forenoon of the 25th, when the "Island Home" attempted to take her over the Bar, but she grounded and stuck fast. Her cargo was then discharged and she was gotten off December 1st. She was taken over the Bar next day by the "Island Home" and towed into Woods Hole.

November 20th, schooner "West Dennis," Crowell, of Dennis, from Boston to Philadelphia, with an assorted cargo, struck on Great Point Rip. Steamer "Island Home" went to her assistance, succeeded in hauling her off and towed her into Vineyard Haven.

1874.

June 17th, schooner "Harriet Newell," from Machias, Me., to New York, with a load of lumber, struck on Great Point Rip, but got off the next morning, after throwing overboard part of her deck load.

November 2d, schooner "George W. Andrews," from St.George, with a load of stone, went ashore on the west side of Tuckernuck

Shoal inner part. She was gotten off next day, with the assistance of two boats' crews from Tuckernuck.

December 15th, brig "Eudorus" broke from her anchorage near Tuckernuck Shoal and drove on to the Bar. A crew of sixteen persons, consisting of Captain Heman Eldredge, Isaac Hamblen, Joseph P. Gardner, John Hamblin, William H. Wyer, Elisha Phinney, James Joy, William H. Smith, Henry Snow, Peter Brock, Thomas P. Hamblin, Charles E Snow, William M. Eldredge, George H. Hamblin, John M. Winslow and Obed Orpin, put off in the Underwriters' boat, though a heavy sea was running at the time, and rescued the crew. The weather was very cold, the thermometer standing at 10 degrees, and several were frost-bitten. Part of the cargo was discharged into lighters and the vessel was hauled off on the 19th by steamer "Island Home."

1875.

May 2d (Sunday), schooner "Irving," Capt. Azevedo, of and for New Bedford, from Brava, Cape de Verde, with 112 barrels of oil on freight and 30 passengers, went ashore on Smith's Point Island at 9 o'clock in the evening, in consequence of mistaking Sankaty light for Gay Head. In addition to the freight and passengers, they had on board about 20 goats. The crew and passengers were rescued by a boat's crew from Tuckernuck. The cargo was landed on Smith's Point Island and taken to New Bedford by sloop "Tawtemeo." The vessel was condemned, sold at auction and broken up.

1876.

January 31st, four men landed in a yawl boat on the outside of Great Point. They proved to be the crew of schooner "Undine," Capt. Stokes, from Boston to New York, with a load of Quincy granite. The vessel had been driven out from Nantasket Roads on the afternoon of the 29th and experienced heavy weather throughout the night, which overturned a six-ton block of granite on deck, straining the vessel so badly as to cause her to leak. Being unable to keep her free by pumping, the crew abandoned her about forty miles S. E. of Sankaty Head, when she immediately sank. When they landed, they had been in their boat forty-eight hours, had their hands and feet frostbitten and were much exhausted from exposure. The "Undine" was owned in Portland and had made several trips here with coal for E. W. Perry & Co.

October 1st, schooner "William Capes," Kelley, from New York to Boston, with a load of coal, struck on Tuckernuck Shoal and sank shortly afterwards. The crew, after being in the rigging about four hours, were taken off by a boat's crew from Tuckernuck, and landed on Eel Point. The vessel was owned by the captain and his two sons

and was uninsured. She was stripped of sails and running rigging and proved a total loss.

October 19th, bark "R. H. Purinton," Crossley, of Providence, from Boston to Liverpool, with a cargo of 21,794 bushels of corn and 2000 barrels of flour, having been blown off her course, sprang a leak and her pumps becoming choked, she was abandoned some ten or fifteen miles from the South Shoal lightship, which the crew reached late in the afternoon. After receiving valuable instructions from Capt. James, they set out the next morning, hoping to reach Hyannis, in order to telegraph, but the wind dying out, they were compelled to row all day and finally landed at Sankaty. The vessel was valued at $20,000 and her cargo at $25,000.

November 30th, schooner "Mary Louise," Captain Edward Lovell, from a port near New York, bound to Boston, with a load of coal, struck on Tuckernuck Shoal. The crew, five in number, took to their boat, and after three hours' hard pulling, were picked up by a passing schooner. The vessel went to pieces, only her spars and rigging being saved.

1877.

January 9th, at 2 o'clock in the morning, schooner "Caroline C.," Dow, of Tremont, Me., with a cargo of coal, anchored off Siasconset in distress, having had all her sails but the jib blown away, her main boom broken, and lost her boat. A part of her cargo had been thrown overboard. The next day steamer "Island Home" went to her assistance and towed her into Woods Hole.

March 9th, bark "W. F. Marshall," Capt. James H. Wright, of and for St. Johns, N. B., from Hampton Roads, in ballast, came ashore in the morning at the south side of the island near the head of Mioxes Pond, in a thick fog, driving well up on the beach. The first intimation they had of being in shoal water was on entering the breakers, when they immediately struck. They could make no land and until hailed by the patrol on the beach, considered themselves upon some shoal just inside the South Shoal lightship. A line, with a sling attached, was made fast from the vessel to the shore, and the crew, fourteen in number, also the wife and child of the steward, who were on board at the time, were safely landed, with the assistance of the patrolmen from Surfside life-saving station. The vessel was sold at auction to James Powers, of Boston, for $185, and her spars for $25. She was subsequently purchased by Messrs. Gibson and Bartlett, of Boston, at a large advance upon the first price. Active preparations were made for getting her off and everything looked favorable, but on the 1st and 2d of July heavy gales caused the bark to heel so badly that all hope of getting her off was abandoned. A large amount of money was expended upon her and comparatively nothing received

in return. After wrecking her so far as profitable, she was burned September 23. She was a new vessel of 945 tons.

March 21st, Italian bark "Papa Luigi C.," Capt. G. Romano, from Girgenti, Sicily, to Boston, with a cargo of 720 tons of brimstone and 100 barrels of wine, came ashore at the south side of the island, about half a mile east of the "W. F. Marshall." The crew landed in their own boat, with the assistance of one of the patrolmen on the beach, who had signalled them with his light. The sea was running pretty high at the time and the boat was brought broadside on by the waves. One or two of the men fell over into the water, but were rescued by ready hands, and the whole party were taken to Surfside life-saving station, where they received every attention. A few of the crew could speak some English, and from them it was learned that at 4 p. m. that day they made the South Shoal lightship, bearing E. S. E. from them. The weather was thick, but had lighted up at the time of seeing the lightboat. It shut down thick again and the vessel soon thumped heavily. A boat was lowered and five of the men got into her, when she capsized. Three of them were hauled up alongside; the other two were swept astern by the strong current, but were saved by throwing over life-preservers attached to long lines, which drifted down to them. The boat was lost during the excitement. The bark soon got clear, but was found to be leaking, having about three feet of water in the hold. She was put before the wind and struck on our shores at 9 p. m. The bark was not quite two years old, was 456 tons, new measurement, and was owned in Palermo, Italy. She was purchased by the same parties who bought the "W. F. Marshall," stripped of sails and rigging, and the greater part of the wine gotten out. March 30th, Henry H. Nickerson, a member of the life-saving crew, while at work on the vessel, fell from the maintopsail yard to the deck, killing himself almost instantly. During a severe storm in October of the following year the vessel broke up and her bottom eventually landed on Tuckernuck.

May 16th, schooner "Marietta Tilton," with a load of coal, was run into in the night by steamer "Harrisburg," in the vicinity of the Cross Rip lightboat and sunk. The captain and wife, mate and wife, steward and one hand were drowned. Two men succeeded in getting aboard the "Harrisburg," and were carried into Vineyard Haven. One of the men saved was picked up by a boat from the Cross Rip lightship.

September 21st, schooner, "Chase," Ingraham, of and from Rockland, Me., for New York, with a cargo of lime, parted from her anchorage during a gale and drove on to Great Point. Her crew landed safely. A company of wreckers from here contracted to land her cargo at 25 cents a barrel.

BARK W. F. MARSHALL
Ashore near Mioxes Pond (looking west).

The W. F. Marshall (looking east) which became a total wreck.

Photos by Freeman.

November 13th, fishing schooner "Charles Kelley" of Dennisport, stranded on Coatue flats while entering the harbor. She was hauled off by steamer Island Home on the 17th.

1878.

January 3d, schooner "Frederick Fish," of St. George, Me., Capt. James H. Davis, from New York for Boston, with a cargo of coal, struck on Stone Horse shoal and sank shortly after. All hands, including the captain's wife and two children, took to the yawl boat and drifting before the wind brought up on Coatue about noon, the mate dying from exposure shortly after leaving the vessel. The survivors were discovered and cared for by George and John Fisher, who were at Coatue on a gunning trip, else others must have perished. The captain and mate were brothers and both Freemasons. The body of the latter was taken in charge by Union Lodge and forwarded to his late home.

January 3d, schooner "Mary Ann," from New York for Boston, with a cargo of coal, struck on the bar, about noon. She was boarded by a crew in the Underwriters' boat from the Cliff, who succeeded in working her in as far as the Black flats. Two days later she was floated and brought into the harbor.

January 3d, schooner "Harriet Fuller," Hodgdon, from Elizabethport, N. J., to Portland, with a cargo of coal, anchored under the Cape, parted cables, drove across the sound and stranded on Great Point Rip at daybreak. Edward Coffin, assistant keeper at the lighthouse, dragged a dory half a mile across the beach and rescued the crew of four with great difficulty, being obliged to make two trips to the vessel. They were cared for at the lighthouse. The vessel was subsequently stripped and broke up.

January 6th, schooner "John D. Williams," from New York, bound to Boston with 850 tons of coal, was sighted from the tower disabled in Muskeget channel, with signals of distress flying. A boat's crew, consisting of Jonathan O. Freeman, Alexander C. Swain, John M. Winslow and John W. Macy, boarded steamer Verbena, anchored at the bar, and she went to her assistance, arriving just ahead of steamer Monohansett, and towed her to Edgartown.

March 29th, schooner "John Farnum," Snow, with a cargo of ice, from St. George, Me., to Philadelphia, parted her chains and drove ashore at Tuckernuck during a heavy northwest gale. She was boarded by a boat from that island and her crew taken off. The vessel was 25 years old and proved a total loss, but her sails, spars and rigging were saved.

May 20th, schooner "Commerce," Janvrin, from Baracoa, Cuba, for Boston, with a cargo of 2200 bunches of bananas, ran ashore on

the southwest side of the island, just west of the head of Hummock pond, the captain having mistaken Sankaty light for Gay Head. Coming ashore at high water, she lay well up on the beach. Her cargo was discharged on the shore and brought to town, where a portion of it was sold at auction on Steamboat wharf and the remainder shipped to Boston via Woods Hole. The vessel was subsequently hauled off.

May 25th, a schooner which proved to be the "Union," lumber-laden, was discovered drifting toward the Bar under bare poles. A crew manned the Humane Society's boat and started to pull against a strong wind and head tide to the disabled craft, then about five miles off, but when within half a mile of her, wrecking steamer "Gallatin" ran down and took her in tow for Vineyard Haven, but abandoned her shortly after, the vessel having rolled over on her beam ends. Steamer Island Home was sent out to her early next morning and found her near Tuckernuck shoal with masts and about half her cargo gone. Before she could "hook on" the vessel turned completely over and began to break up.

July 26th, Italian bark "Guilia D.," Saioni, of Genoa, Italy, from Girgenti to Boston with a cargo of brimstone, struck on the "Old Man" about 9 o'clock in the morning, having previously been ashore on the inner South Shoal some two hours. The crew, none of whom understood English, landed at Tom Nevers Head. The vessel, which was insured for $18,000, proved a total wreck.

September 21st, schooner "David Ames," of Rockland, Me., from New York bound to Weymouth, with a cargo of 500 tons of coal, struck on Horse Shoe shoal. She was discovered from the tower on the morning of the 23d and that and the following day steamers River Queen and Island Home alternately made several ineffectual attempts to haul her off. Meantime she was supplied with a kedge anchor from New Bedford and kedged off on the 26th after throwing overboard 200 tons of her cargo.

During a severe storm of wind and rain which raged Saturday and Sunday, October 12th and 13th, the following marine disasters occurred in this vicinity:

Schooner "Union," Mitchell, from Calais, Me., to New York, with a cargo of 400 spars, was run ashore near Sankaty Head lighthouse, Saturday afternoon, breaking in two immediately. The portion bearing the masts luckily fell on shore and upon them the captain and two men made their way to the land. Two others of the crew were drowned in attempting to reach shore. One body, that of the captain's brother-in-law, washed ashore a week later. The hulk disappeared ere long beneath the shifting sands, where it remained buried until 1885, when, during a severe storm on December 26 and 27, it was ex-

humed, tossed about by the waves and finally deposited against the bluff.

Schooner "Clara Jane," Allen, from Lubec, Me., for New York, with a cargo of potatoes and herring, anchored off Forked Ponds, Saturday afternoon, cut away both masts to prevent going ashore and set signals of distress. She was boarded Sunday, after several ineffectual attempts, by a boat's crew comprising members of the life-saving crew and others, who brought the captain ashore, and Monday steamer Island Home towed the dismasted vessel to New Bedford. Captain Allen reported seeing schooner "Eldorado," of Ellsworth, Me., go into the breakers and all hands take to the rigging, but the vessel soon went down, carrying the crew with her.

Fishing schooner "Quivet," of Harwich, with one man on board, broke from her anchorage at Dennisport, Saturday night, and lost jib and rudder. Sunday afternoon she drifted by Great Point and was boarded by men in a dory, who ran her ashore. She was hauled off the following day and towed back to the Cape.

Fishing schooner "Albert Steele," of Harwich, broke from her anchorage off Deep Hole, Saturday afternoon, drove over Kilpond bar, struck on Tuckernuck shoal, drove over, drifted through Muskeget channel and sank near Smith's Point opening early Sunday morning. The crew escaped in their dory and landed at Madaket about 11 o'clock.

Fishing smack "Ace of Clubs," 10 tons burthen, Capt. James Roach, of Bridgeport, bound to Westerly with 3,000 pounds of bluefish, foundered at her anchors off Muskeget at 8 o'clock Saturday evening. The crew, six in number, landed in their boat on one of the small islands in that vicinity, where they passed a dreadful night of suffering, as it was only by lying face down and clinging to the beach-grass that they could prevent themselves being blown into the water. They reported that when daylight came there were 14 vessels in sight, ashore or sunk. Their vessel went to pieces before their eyes. They succeeded in reaching the main island of Muskeget, where they were cared for by Stephen Hussey. His boat had gone to pieces during the storm and the whole party came to town in the smack's yawl boat the following day.

Schooner "Harry & Fred," of Machias, from St. John, for Philadelphia, with a cargo of laths, and both masts cut away, was boarded in Muskeget channel by a boat's crew from Tuckernuck, who came to town for assistance, but before aid could be sent, she was sighted by steamer Marthas Vineyard and towed to Vineyard Haven.

Schooner "Clara Smith," Green, of Rockland, anchored on Nantucket shoals, dragged across the "Horse Shoe" and sank in 7 fathoms of water. The crew were taken from the rigging 19 hours later

by a passing steamer and carried to Vineyard Haven, one of the number having died from exposure.

A schooner, apparently a mackerel catcher, with sails furled and no one on board, drifted by the east end of the island on Sunday.

Steamer "River Queen" on her return trip, Monday, brought Charles Killeen, of this town, mate and sole survivor of the three-masted schooner "Etta A. Stimson," of Thomaston, Me., wrecked near Cape Poge. Mr. Killeen was taken from the rigging at 7 o'clock Monday morning, having been exposed there 35 hours. Two of the crew were washed overboard when the vessel was hove down, in consequence of her cargo of ice shifting, and two were drowned in attempting to launch the boat. The captain's wife died about 4 o'clock Sunday afternoon and one by one the remainder of the crew were washed overboard and lost, leaving only the captain and Mr. Killeen clinging to the rigging. The captain died about 3 o'clock Monday morning. Steamers Island Home and River Queen eventually succeeded in towing the vessel into Vineyard Haven harbor and righting her, after pulling out her masts as she lay on her beam ends. November 15th the vessel was towed to Thomaston, in charge of Mr. Killeen.

During the blow the cargo of Italian bark "Papa Luigi C.," wrecked off Surfside in 1877, washed out and the vessel broke up. Her bottom eventually brought up on Tuckernuck.

A week later a lumber-laden vessel was discovered bottom upward near Tuckernuck. A gang of wreckers from that island cut a hole through her bottom, took out some 35,000 feet of lumber and landed it on Muskeget. The vessel proved to be schooner "Alvarado," of Ellsworth, Me., and was doubtless the one (reported at the time as "Eldorado") which the "Clara Jane" saw strike on the "Old Man" in the gale of the 12th, at which time the crew were probably all lost.

December 20th, brig "Josefa," Capt. B. S. True, from Turk's Island for Portland, Me., with a cargo of salt, grounded off Capaum Pond, in consequence of mistaking Brant Point light for that of Handkerchief shoal lightship. She was kedged off the following day, after throwing overboard a portion of her cargo.

December 26th, schooner "Ann Amelia," Capt. Joseph Virge, from New York to St. Pierre, near Newfoundland, with 700 barrels of flour, 250 of general provisions and miscellaneous merchandise, including a number of stoves, went ashore in the Chord of the Bay at 10 o'clock in the evening during a thick snow squall. The crew made their way through the water to the shore and seeing a light, which proved to be Brant Point, the captain took two men and travelled towards it until they reached the end of Coatue, when their further progress was stayed by the watery barrier. Retracing their steps to the vessel, the two men, having become exhausted, were left and the cap-

tain and mate succeeded in reaching Great Point lighthouse, where they were kindly cared for, and the following day assistance was summoned from town. The cargo was landed on the beach and subsequently carted to town. The vessel was floated the following May.

1879.

During a violent storm of wind and rain, March 31st, the following marine disasters occurred in this vicinity:

Three-masted schooner "Emma G. Edwards," Capt. Richard Bryant, of Camden, N. J., from Philadelphia to Boston, with a cargo of coal, dragged from her anchorage near Chatham to Tuckernuck Shoal, where she struck and rolled over on her beam ends, and but one of her crew survived to tell the story. The others were either washed overboard or perished from exposure lashed in the rigging. The survivor and two bodies were taken from the rigging and brought to town by a boat's crew from Tuckernuck.

Schooner "J. W. Hall," Clouting, bound from New York to Lynn, with 339 tons of coal, anchored in the sound, parted both chains and drove ashore on Muskeget. Her crew, six in number, were taken off and landed on Tuckernuck.

Schooner "Jefferson Borden," 561 tons burthen, Capt. Jones, from Cuba to Boston with a cargo of 700 hogsheads of sugar, dragged from her anchorage in the sound and went ashore on Muskeget.

Schooner "Convoy," French, from Rockland, Me., to New York, with a cargo of lime, went ashore near the "Jefferson Borden." The crew were taken off by Isaac P. Dunham and a boat's crew of four and landed on Tuckernuck. She was stripped of sails, rigging and effects, but the lime took fire and the vessel burned to the water's edge.

Schooner "American Chief," Snow, from Rockland, Me., to New York with a cargo of lime, lost anchors and chains and went ashore on Muskeget.

Schooner "Emma," Howard, of and for St. John, N. B., with a cargo of coal, lost anchors and chains and went ashore on Muskeget.

Schooner "Daniel Brittain," of Somers Point, N. J., bound from Boston to Philadelphia, light, and schooner "Alice Oaks," Beal, from South Amboy to Boston with a cargo of coal, went ashore on Great Point about 8 a. m. Both had dragged from their anchorage, the former from the Cape, the latter from inside Great Point.

Schooner "Andrew H. Edwards," loaded with gas coal, went ashore near Muskeget and rolled over on her beam ends, the sea making a clean breach over her. The crew took to the rigging and were rescued in an exhausted condition and with great difficulty by a boat's crew from Tuckernuck.

Brig "Manzanilla," Rich, of Calais, Me., bound to New York with a cargo of lumber, anchored off Low Beach, sprang a leak and was run ashore. A bluefish line was thrown over the vessel and by this means a rope was drawn off and secured to one of the masts. When the first man attempted to come ashore the rope parted between him and the vessel. He clung to the line, however, and was drawn ashore through the breakers. A hatchet head was then made fast to another small line, thrown over the vessel and another rope hauled off by means of which the remainder of the crew came ashore. The vessel soon after broke in two and went to pieces.

Schooner "William D. Cargil" of Providence, R. I., Capt. Rich (a cousin of the above) was also anchored off Low Beach, having lost main boom and all her sails. Her masts were cut away to keep her afloat. She rode out the storm safely and was towed to Vineyard Haven April 13th, by steamer Island Home.

Of the above vessels, the "Jefferson Borden," after being lightered of her cargo, was floated April 8th, and towed to Vineyard Haven by steamer Island Home.

The "American Chief" was also floated on the 8th after throwing overboard 900 barrels of lime. 200 barrels were saved and brought to town.

The "Andrew H. Edwards," after being lightered of her cargo, was pumped out and hauled off May 20th by Vineyard parties, to whom she had been sold, and towed to New Bedford by steamer Marthas Vineyard.

The "Alice Oaks" was purchased by Capt. Asa W. N. Small, and after a portion of her cargo had been taken out, was hauled off May 8th and towed in to the Straight wharf where the balance of her cargo was discharged. Temporary repairs were made and she was towed to Boston the following day.

The "Daniel Brittain," after several unsuccessful attempts, was screwed up and launched from temporary ways June 16th. On leaving the ways the vessel struck bottom and jumped out one of her masts, which had been struck by lighting and splintered that morning.

Some forty shipwrecked mariners were landed and cared for in town. The rescue of these crews was effected with great difficulty and in several instances at imminent risk of life. The Massachusetts Humane Society awarded $25 each to Thomas F. Sandsbury and boat's crew of seven, also a silver medal to Capt. Sandsbury, and $15 each to Isaac P. Dunham and boat's crew of four. The U. S. Government likewise awarded Capt. Sandsbury a gold medal and each of his boat's crew a silver one. Bodies were picked up from time to time at various points on the island, one of which was identified as the mate of the Emma G. Edwards.

April 14th, schooner "Clara Clinton," bound in here with a cargo of coal from wrecked schooner J. W. Hall, sprung a leak when off the bar and was run ashore on Brant Point to keep her from sinking. She was later pumped out and worked up to the wharf.

December 20th, schooner "Nathan Clifford," Coombs, of Belfast, Me., from Perth Amboy, N. J., to Cambridge, Mass., with a cargo of coal, went ashore on Great Point. She was gotten off with assistance of parties from shore and anchored, but during a storm the following day again drove ashore. About 40 tons of coal was discharged in boats and brought to town and the vessel was hauled off.

1880.

March 28th, schooner "West Wind," with a cargo of ice, and no one on board, drove ashore on the back side of Coatue and as her boats were missing it was surmised that her crew had abandoned her and perished. It transpired, however, that they had been rescued by a passing vessel and carried to New York. The "West Wind" was bound from Bath, Me., to New Haven, when she became disabled on Nantucket shoals, and having sprung a leak and became unmanageable, was abandoned. She was stripped of sails, rigging, etc., and eventually went to pieces.

June 8th, three-masted schooner "H. W. Foster," Wiley, bound to Washington, D. C., with a cargo of ice, stranded on Tuckernuck shoal. After throwing overboard part of her cargo she was hauled off by steamer Island Home and towed to Vineyard Haven.

July 13th, schooner "David Ames" from New York to Boston, with 500 tons of coal, was run into and sunk near Handkerchief shoal. Her crew were taken off by a passing vessel.

October 7th, schooner "Adawanda," of and for St. John, N. B., from New York, with an assorted cargo, drove on to Great Point Rip in a heavy gale and unshipped her rudder. She was gotten off on the 11th, with assistance of parties from shore, and run down to the bar, where her rudder was replaced and she proceeded on her voyage.

1881.

January 12th, brig "Lije Houghton," Dolan, from Cape Breton to Boston with a load of gas coal, struck on Bass Rip at 1 o'clock in the morning in a thick snow storm and bilged. The crew, eleven all told, left her about an hour later and landed at Siasconset at 8 o'clock. The brig was 404 tons burthen and belonged in Portland.

During a protracted ice blockade from the last of January to the middle of February, steamer Island Home, an English steamship and eight sailing vessels were imprisoned in the ice at the north of the island for many days, and several were driven ashore on Great Point by one tide, to be floated off by the next. Two of the number, however,

left their bones on our shores. The Island Home, in attempting to force her way through the ice to this port on the 29th of January, became hemmed in by heavy ice floes just back of the bar and was unable to advance or return until the 10th of February. Meantime the ice became so compact that men and teams passed to and fro between the shore and steamer and five head of cattle on board were driven ashore on the ice. The steamer was coaled from shore and on the 10th of February the ice had softened sufficiently to enable her to force her way through to open water and return to Woods Hole. As the ice softened and broke up the English steamship and five of the imprisoned vessels worked clear, viz.: Schooners "A. H. Waite" and "Trade Wind," from Portland to New York, the former with lumber, the latter with lime; "Edward H. Norton," from Wellfleet to Chesapeake Bay for oysters; "Speedwell," from Rockland, Me., to New York with lime; "Eddie Pierce," from Boston to Norfolk with an assorted cargo.

Three-masted schooner "U. B. Fisk," Crowell, of Boston, bound to Charleston, S. C., with a cargo of 670 tons of guano, stranded on Great Point Rip, January 30th. The crew and captain's wife, who was on board, landed in their boat through the ice with the assistance of parties on shore, but for whose aid they would undoubtedly have perished. A portion of the cargo was saved and the vessel was stripped and eventually broke up.

Schooners "Almeda," Smith, of and from Portland, bound to New York with a cargo of lumber, drove ashore on Muskeget. A portion of her cargo was disharged on the ice, which, when the wind shifted, let go from the shore and drifted out to sea. Some of the lumber was later picked up in the Chord of the Bay. The vessel was sold at auction as she lay for $107 to Joseph H. Perry, who subsequently sold her to Asa W. N. Small, Richard E. Burgess and John M. Winslow for a small advance. They succeeded in floating her the following April, took her to Boston and sold her.

Schooner "J. W Carver," Walls, of Ellsworth, Me, from New York to Portland, with 250 tons of coal, went ashore on Muskeget. A portion of her cargo was saved and the vessel stripped of everything of value. Her captain reported seeing a boat's crew in the ice carried through Muskeget channel.

February 12th, brig "R. M. Helsen," Mc'Nugent, from Pensacola for Boston, with 850 bales of cotton, in attempting to run in for an anchorage under Great Point, stranded on the east end of the Bar. A crew in the underwriters' boat went to her assistance with wrecking gear and succeeded in floating her about midnight.

February 14th, bark "Hazard," Roberts, of Salem from Sierra

Leone, coast of Africa, bound to Boston, with a cargo of hides valued at $35,000, struck on the "Old Man" at 1 a. m. and after pounding heavily for half an hour worked over into deep water leaking badly. The crew pumped till daylight, when the captain, mate and two seamen, left her in the only boat to seek assistance. Meantime a small raft had been constructed and moored astern, and upon this, as the water was gaining fast, the second mate and one man sought refuge soon after the boat left, the remainder of the crew preferring to take their chance on the vessel. Scarcely had the raft cast off, however, when the vessel began to settle rapidly. Just before she sank one man jumped overboard and succeeded in reaching the raft. The others perished in making the attempt. The boat's crew landed at Maddequecham late in the afternoon in an exhausted condition. They were brought to town and kindly cared for, but their versions regarding their leaving the vessel were conflicting and created an unfavorable impression, and their statement that a raft had been built upon which those left behind could take refuge if need be was generally discredited. Nevertheless, steamer Island Home went out next morning and cruised all day among the shoals in a fruitless search for possible survivors and all were given up for lost. Two months later supply steamer Verbena on her return from South Shoal lightship brought two survivors, the second mate and one seaman, who had drifted about for thirty-four hours on a frail raft, almost wholly submerged by their weight, until carried by wind and tide within a few miles of the lightship, when they were seen and rescued, half dead from cold and exhaustion. The third man, who swam from the ship, had died from exhaustion and his body was lashed to the raft. Their sufferings had been terrible and their escape from death in the rips miraculous. The Island Home in her search passed within a short distance of, but failed to see them.

August 24th, at 11 p. m., schooner "Charlotte Jameson," of Rockland, Me., from Windsor, N. S., to Newburgh, N.Y., with 500 tons stone plaster, struck on Great Rip during a dense fog, pounded over the shoal and began to fill. The crew took to their boats at daybreak, but hung on until afternoon, when, as the vessel was breaking up, they cut adrift and landed at Surfside at 6 p. m.

September 23d, brigantine "Mary E.Dana," Saunders, of Salem, from St. Martins, W. I., to Boston, with a partial cargo of 2,000 bushels of salt, ran on to the end of Great Point during the evening in a dense fog. She was floated next day, after throwing overboard a portion of her cargo, with the assistance of a wrecking crew from town, and proceeded to Boston.

October 4th and 5th, during a severe gale which lasted two days, acompanied by a low temperature and occasional snow flurries, the following disasters occurred in this vicinity:

Schooner "Malabar," of and for Belfast, Me., from New York, with a cargo of coal, stranded on the Bar, and was abandoned by the crew, five in number, who put off in a leaky boat, which must have foundered before reaching shore. They were met and rescued by a crew in the life boat which put off to their assistance from the Cliff shore when the vessel struck. She was stripped of spars and rigging and a portion of her cargo was saved, but the vessel eventually went to pieces.

Three-masted schooner "Edwin I. Morrison," 534 tons burthen, Capt. Lavender, bound to Philadelphia in ballast, drove on to Coatue flats. She was floated after several days' labor by a wrecking crew and towed into the harbor, by steamer Island Home, the salvors receiving $710 for their assistance.

Schooner "Eliza J. Raynor," of Oyster Bay, N. Y., light, went ashore in the Chord of the Bay. She was floated three days later with the assistance of parties from shore.

Schooner "H. S. Billins," of Ellsworth, Me., loaded with coal, went ashore on Great Point. The crew abandoned her in the sound leaking badly, and boarded a passing vessel. A portion of her cargo was saved and brought to town, but the vessel was a total loss.

Schooner "G. F. Hathaway," of St. John, N. B., with a cargo of stone, foundered at her anchors a few miles from Handkerchief lightship and sank. The crew took to their boat and landed at Siasconset.

Schooner "R. Baker, Jr.," Robinson, from New York, for Thomaston, Me., with 111 tons of coal,drove on the Bar at 8 o'clock in the evening of the 5th and sank. Her crew were taken from the rigging at midnight well nigh exhausted, by a boat's crew from shore. When the vessel struck, a kerosene lamp hanging in the cabin exploded, burning out the whole interior. The greater porion of her cargo was saved, likewise her spars and rigging,and her hull was sold at auction for $37.

October 19th, schooner "Frank M. Noyes," Barry, of and for Boston, from Baracoa, Cuba, with a cargo of bananas and cocoanuts, came ashore at the west end of the island opposite Hither Creek, in consequence of mistaking Sankaty light for Gay Head. She was sighted from Madaket shortly after daylight by James Small and sons, who loaded their dory on a cart and started to render assistance. A line thrown from the vessel was secured, made fast to the tail of the cart and hauled taut. By means of this Leander and James V. Small, at great personal risk and difficulty, hauled their dory off to the vessel and took off the captain from the bowsprit. He came to town for assistance and the vessel was kedged off the following day and proceeded to Boston. The salvors received $750.

November 21st, brig "Bonnie Leslie," from Prince Edward's Island to New York, with 7,300 bushels of potatoes, struck on Great Rip, filled and rolled over. The crew abandoned her and boarded a fishing smack, which landed them here the following day. The Bonnie Leslie was a new vessel just off the stocks.

1882.

February 10th, brig "Laura R. Burnham," 700 tons burthen, Kelley, of and for Boston from Java, with 28,000 baskets of sugar, struck on Great Rip, but after pounding awhile got off, anchored about 8 miles off Sankaty and set signals of distress, which were not seen until the folllowing day. Steamer Island Home started to her assistance at 4 o'clock the next morning, but on her arrival found the vessel had been boarded from Quidnet during the night by a wrecking crew consisting of Asa W. Small, Edward P. Norcross, William J. Burgess, Frank A. Mitchell, George E. Coffin, John S. Appleton, Jr., Robert K. Appleton, Frederick C. Marvin, Warren S. Manter, James H. Gibbs, 2d, and John Norcross, in the Humane Society's boat, who assisted in working her to Boston, for which they received $2,000.

February 10th, three-masted schooner "Thomas D.Harrison," of New York, from Bath, Me., bound to Baltimore, with a cargo of ice, struck on Stone Horse shoal and was abandoned by the crew, who reached the lightship with difficulty. She was sighted from the tower the following day and shortly afterward rolled over on her beam ends. On the 20th her nearly submerged hull was sighted drifting near Great Point and reported to steamer Island Home, which towed her stern first to the bar, where she grounded. As it was found impracticable to attempt to right her, she was stripped of spars and effects and eventually went to pieces.

March 27th, bark "Alumina," bound to Woods Hole with phosphate rock for the guano works, went ashore in Muskeget channel. She was floated April 3d after throwing overboard her cargo.

May 8th, schooner "E. W. Bentley," McCloud, from Baracoa to Boston with bananas and cocoanuts, mistook Great Point light for that on Handkerchief lightship and ran ashore on the point at midnight. The vessel was kedged off on the morning of the 10th.

June 1st, bark "J. S. Winslow," Morton, from Perth Amboy, N. J., to Portland, Me., with a cargo of coal, sank 30 miles south of Nantucket, in consequence of the cargo shifting. The crew took to their boat and landed at Surfside.

July 13th, schooner "Rennie J. Carlton," Bassett, from Baltimore to Boston with coal, was wrecked off Nantucket. The crew reached Pollock Rip lightship in their boat and were taken to Hyannis next day.

September 10th, three-masted schooner "Annie L. Henderson," 428 tons burthen, Capt. Isaac Fountain, of and for Boston, from Appalachicola, Fla., with a cargo of yellow pine flooring, struck on Rose and Crown shoal in thick weather. A portion of her cargo was thrown overboard, but the vessel sprang a leak and filled and the crew abandoned her in their boat, landing at Wauwinet. During a storm the following night the vessel came off the shoal and was seen from the tower next day drifting about some 15 miles off the south of the island. A boat's crew was mustered in the afternoon, who boarded fishing smack "Ospray," lying off Tom Nevers Head, and started next morning in search of the derelict, which they sighted some 12 miles off, after passing the South Shoal lightship. By this time the wind died away to a dead calm, but nothing daunted, the party from shore and three of the smack's crew took to the boat and rowed the intervening distance. On reaching the vessel they found her boarded by the crew of a passing collier who were about to strip and set fire to her as a dangerous obstruction to navigation. A bargain was struck whereby they gave her up to the new-comers, who made sail on her, and with the assistance of the smack worked her in to New London, which they reached on the night of the 20th.

September 17th, schooner "Mary Hawes," Piper, of Camden, Me., from Rockport to New York, with 750 barrels of lime, lost anchors and chains in the sound and stranded on the Bar at daybreak. Wreckers took out 200 casks of lime, pumped the vessel out and brought her in to the wharf leaking badly.

October 26th, schooner "Antoinette M. Aiken," of Vineyard Haven, Capt. Hiram Daggett, anchored near the bar with a cargo of stone for the jetty, was struck by a heavy flaw of wind, and careened, causing her deck load to shift to leeward and she immediately rolled over and sank. Her crew escaped in their boat. The following March, her cargo having probably worked out, she came to the surface and drifted on to Coatue flats.

October 28th, schooner "Nimble," of Nova Scotia, from Prince Edwards Island to New Bedford, with a cargo of 2,700 bushels of potatoes, ran aground near Muskeget and bilged. 500 bushels of potatoes were brought to town and sold at auction for $200, and her sails, anchors, chains, etc., for $460. The vessel was sold as she lay for $37 and the balance of her cargo for $26. She was eventually kedged over the shoals into deep water and towed into the harbor by four sailboats December 18th, her masts having been previously cut away. She was refitted and sold the following summer.

1883.

May 6th, British steamship "Cydonia," Capt. Essom, from New York for St. John, N. B., in ballast, went ashore on Smith's Point,

just east of the "opening," at 1 o'clock in the morning. Anchors, cables and wrecking gear were carried from town and with the joint assistance of steamers River Queen and Marthas Vineyard she was hauled off at 7 o'clock the evening of the 7th. The Cydonia was an iron steamship of 1,090 tons register, owned in North Shields, England, and lay in a very precarious condition. She was libelled by the salvors, who were awarded $5,000 in the U. S. District Court at Baltimore.

May 12th, schooner "T. S. McClellan," White, of and for Portland from Philadelphia, with a cargo of coal, went ashore on Handkerchief shoal. She was boarded by a boat's crew from here, who found her in charge of a party of wreckers from the Cape, who were stripping her.

September 6th, schooner "Frank," from Kennebeck bound to Newport with box boards, went ashore on Muskeget Rip, but was subsequently gotten off, with the assistance of the life-saving crew.

October 2d, brig "Tally Ho," Lambert, of Machias, Me., from Philadelphia to Boston with a cargo of coal, was sunk by collision with U. S. steamer "Pinta," near Cross Rip lightship, at 8 o'clock in the evening. The crew were picked up after being adrift in their boats 14 hours and carried to Vineyard Haven.

November 28th, schooner "Martha Innis," Kelley, of Lynn, from Port Johnson, N. J., to Boston, with 360 tons of coal, ran ashore on Great Point in the evening. She was stripped of sails and 175 tons of her cargo had been discharged in boats, when she was hauled off December 9th by tug Confidence and towed to Hyannis.

December 3d, abandoned schooner "Anna Currier," of and for St. John, N. B., from New York with a cargo of meal, flour, pork, groceries, glassware, kerosene, etc., was boarded from Quidnet by parties in the Humane Society's boat. Her log, written up to 12 p. m. of the 2d, showed that she was then anchored near Pollock Rip, the wind blowing heavily, and it was conjectured that she parted from her anchors and that her crew took to their boat and perished. The vessel was unmanageable in consequence of injury to her rudder, but schooner "W. O. Nettleton," with a wrecking crew on board, came to their assistance shortly after and towed her to the Bar, where she was partially lightered and towed into the harbor later in the day. The salvors were awarded 25 per cent. of the value of vessel and cargo, which was estimated at about $10,000.

1884.

February 20th, brig "Merriwa," Capt. J. S. Adams, from South Amboy for Boston with 420 tons of coal, parted one of her cables in the sound and dragged ashore on Great Point, in the evening. Her

crew were taken off about midnight by the Coskata station crew. After the vessel was stripped of spars and rigging and a portion of her cargo taken out, her hull, with the balance of the coal remaining, was sold at auction for $125.

March 30th, schooner "Adel," Childs, of and from Falmouth to Nantucket, loaded with cord wood, ran on the end of Brant Point during a severe snow storm. Her deck load was discharged on the point and she was hauled off a few days later, but slightly damaged.

March 31st, schooner "Vashti R. Gates," Warnock, of Calais, Me., with 160 tons of coal, from Hoboken, N. J., for Red Beach, Me., came ashore at Siasconset in the forenoon. She had parted from her moorings under Chatham during a northwest gale, run over and anchored under Sankaty, where she soon after parted her small anchor. The crew being frost-bitten and exhausted, decided to run her ashore. The vessel was stripped by wreckers and most of her cargo landed, the salvors receiving 50 per cent.

June 10th, schooner "Alcora," Galley, of and from Calais, Me., for New York, struck on Great Round Shoal. She was towed into Vineyard Haven on the 12th full of water.

November 21st, schooner "Hannah F. Carleton," of Pembroke, Maine, for New York, with plaster, grounded on Tuckernuck Shoal and was boarded by Captain Alexander B. Dunham, Walter Coleman and W. D. Sylvia. Tug Confidence went to her assistance, floating her through the day.

December 19th, Cross Rip Lightship broke from her moorings during a heavy northwest gale, and in attempting to enter the harbor stranded on the inner bar. Steamer Verbena took off the mate and part of her crew the following day. The lightship subsequently got off and worked into the harbor.

December 22d, three-masted schooner "Warren Sawyer," Saunders, from New Orleans to Boston, with a cargo of 1,115 bales of cotton and 28 tons of scrap iron, came ashore at Surfside, just west of the life-saving station, at 11 o'clock in the evening. Despite the darkness a line was fired over the vessel and the crew, who had taken refuge in the mizzen rigging, were all safely landed one at a time by means of the breeches buoy by midnight. The vessel struck, probably on the "Old Man," or Pochick Rip, about 9 o'clock, and the crew launched their boat to abandon her, but it was smashed alongside. The vessel drove over the shoal, but continued to pound until she brought up in the breakers. She worked well in to the beach and bilged. Her cargo was landed by means of skids into ox teams, carted to the railroad track, carried to town by train, and thence shipped to Boston. About 700 bales of cotton had been landed when a severe storm, January 6th, caused the vessel to break up and scattered the

THREE-MASTED SCHOONER WARREN SAWYER ASHORE AT SURFSIDE.

The Warren Sawyer two weeks later. Surf-side Hotel in the distance at left of picture.

Photos by Freeman.

remainder of her cargo and effects for miles along the shore. She was 360 tons burthen and valued at $10,000. There was $4,000 insurance on her and $55,000 on her cargo. The sails, rigging and effects saved were sold at auction for about $600. The wreckers were awarded $4.75 per day for their services and 55 per cent. on cotton saved after the vessel broke up.

1885.

February 12th, a fleet of thirty or more vessels left Vineyard Haven, bound round the Cape. About a mile west of Cross Rip they encountered fields of ice. Some got round to Boston, some returned to Vineyard Haven and others made ports on the Cape. Six being unable to proceed or extricate themselves, anchored, but were carried to and fro by the ice until Sunday, the 15th, when they were driven on to the flats within a mile of Muskeget during a heavy gale and snow storm. They were:

Schooner "Alba," Ackerly, of and for St. John, N. B., from New York, with general merchandise.

Schooner "Lyndon," Thompson, of Calais, Me., from New York for Boston, with a cargo of fustic.

Schooner "H. T. Townsend," Smith, of Pembroke, from New York for Boston with a cargo of mahogany.

Schooner "Dolly Varden," Brigham, of Machias, Me., from New York for Boston with coal.

Schooner "Charles A. Ropes," Hunt, of Lubec, Me., from New York, for Pembroke, with coal.

Schooner "Sammy Ford," Allen, of Lubec, Me., from Hoboken, N. J., for Eastport, Me., with coal.

It was impossible on account of ice to reach any of these vessels until the 17th, when all six crews were rescued with great difficulty and risk of life, those of the Townsend, Dolly Varden and Charles A. Ropes being taken off by a boat from revenue cutter Gallatin and the remainder by the Muskeget life-saving crew. Prior to their rescue two boats' crews from Tuckernuck made strenuous, but unsuccessful, efforts to reach them and the crew of the Dolly Varden spent one night in the rigging. The crew of the Sammy Ford took refuge on the Alba and those on the C. A. Ropes were obliged to leave her and went on board the Townsend.

Schooner Alba was floated March 2d, but unshipped her rudder and went ashore again. On the 6th the Townsend and Alba were hauled off and towed to Vineyard Haven. The other four were sold at auction as they lay. A considerable part of their cargoes were saved; also sails, rigging and effects, but the vessels went to pieces. [One of the crew of schooner Lyndon was shipwrecked here three

years previous in fruit schooner "Frank M. Noyes." The Charles A. Ropes put in here in distress during the October gale of 1881.]

March 13th, schooner "St. Mary," of this port, a small craft running between here and New Bedford, went ashore near Muskeget and was totally wrecked. She had gone up after coal from the vessels ashore in that vicinity.

March 29th, three-masted schooner "French Van Gilder," Tomlin, from Gloucester to Port Chester, with a cargo of stone paving blocks, struck on Tuckernuck Shoal. Her crew landed on Tuckernuck in their own boat after unavailing attempts had been made to reach them in the teeth of a heavy gale by the Muskeget life-saving crew and a boat's crew from Tuckernuck. She was subsequently stripped of sails and rigging. Vessel and cargo were a total loss. Oct 1915

April 29th, during a severe storm which raged through the night, four vessels were driven ashore here, viz:

Brig "Nyanza," Stuart, from Cienfuegos, Cuba, to Portland with a cargo of sugar, went ashore in the Chord of the Bay, but was floated the following night, with the assistance of a wrecking party from town and taken to Vineyard Haven, whence she was towed to Boston by a tug.

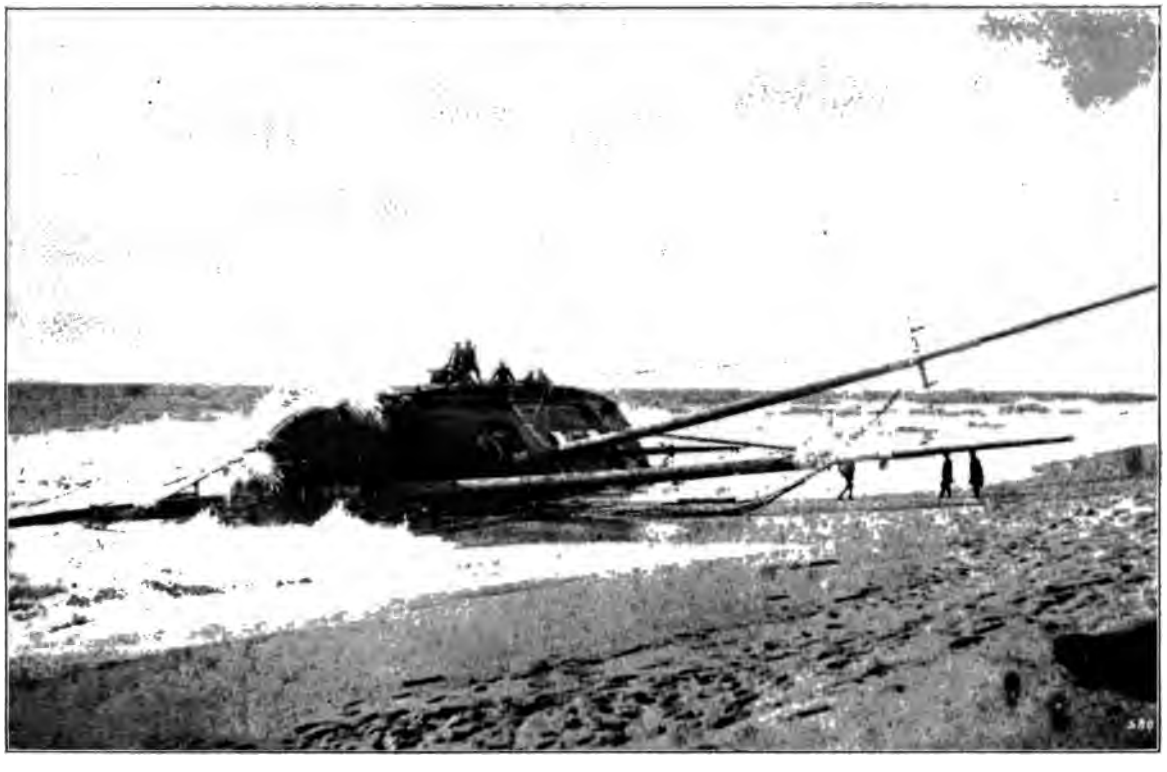
Schooner "Grace Cushing," Drinkwater, of Portland, Me., from Elizabethport, N. J., to Yarmouth, Me., with 228 tons of coal, went ashore near the above. She was floated by a wrecking crew May 2d, after throwing overboard part of her cargo, and taken to Vineyard Haven.

Schooner "Alice Oaks," Tobin, of Portland, Me., from Perth Amboy, N.J., to Hallowell, Me., with 252 toons of coal, went ashore on the north side of the island off Capaum pond. Her crew took to the rigging and after a night of extreme suffering and danger, as the vessel began to break up, were rescued from their perilous position by a crew in the Underwriters' boat, which put off from the Cliff shore. The vessel was stripped and a considerable portion of her cargo saved before she went to pieces. [This vessel was one of several which went ashore here March 31, 1879.]

Schooner "Adell Truesdell," Fidler, which left this port earlier in the day, went ashore near Tuckernuck, but was floated the following day with the assistance of the Muskeget life-saving crew.

May 13th, schooner "Joseph G. Stover," Arey, from Bermuda for Bucksport, Me., in ballast, with a family of four persons as passengers, stranded on Great Point Rip in the evening, owing to thick weather. She was floated on the 15th by a wrecking company from town.

August 25th, schooner "Oregon," Capt. Abner Gott, bound from



SCHOONER AUSTEN LOCKE ASHORE NEAR MIACOMET POND.

Photo by Platt.

Bay View to New Bedford with a cargo of granite curbing, struck on Great Point Rip at midnight, drove over and anchored, but the sea was so rough as to necessitate beaching her to prevent foundering and she was run ashore near Wauwinet. Her cargo was sold to Frank A. Mitchell and a portion of it is the present curbing in Gay street. The vessel was broken up and some of her timbers used in building one of the summer cottages at Wauwinet.

December 9th, schooner "Austen Locke," Peters, of Lockeport, N. S., bound from Anguilla to Portland with a cargo of salt, went ashore at the south side of the island near Miacomet pond during the night. The Surfside life-saving crew got a line over the vessel and all hands were landed by means of the breeches buoy. About 1,500 bushels of salt had been discharged when the vessel broke up.

December 26th, during a severe gale, schooner "Ellen R.," of Dennis, (the New Bedford packet) with a cargo of empty barrels, anchored in the harbor, parted her chains and drove ashore high and dry on the South Beach. She was subsequently hauled off.

1886.

January 10th, (Sunday) three-masted schooner "T. B. Witherspoon," of Rockport, Me., Capt. Alfred H. Anderson, bound from Surinam to Boston, with a cargo of molasses, sugar, cocoa, pickled limes and spices, came ashore at the south side of the island near the head of Little Mioxes Pond, in a driving snow storm about 5 o'clock in the morning. They had experienced heavy weather accompanied by thick snow squalls coming on to the coast and had been unable to get an observation for several days. Shortly before they struck, they sighted Sankaty light between the snow squalls, which they mistook for Montauk and shaped their course accordingly until they brought up in the breakers. Despite the severe cold, the mercury standing at 16 degrees, hundreds of citizens hastened to the shore as soon as news of the disaster reached town, and remained on the beach throughout the day, powerless to render assistance, while the crew slowly perished before their eyes in the rigging or fell into the sea and were drowned. Lines were shot over the vessel by the Surfside life-saving crew, but the men on board were frozen and powerless to haul off the hawser attached. A fearful sea was raging, which rendered it impossible to launch a boat. Nevertheless, in the face of almost certain death, a life-raft was launched and nine men, Charles E. Smalley, Joseph M. Folger, Jr., Benjamin Beekman, Charles W. Cash, John P. Taber, William Morris, Horace Orpin, Benjamin Fisher and Everett Coffin, attempted to haul off by a small line which had been shot over the vessel. Ere they had proceeded far a huge wave broke over the raft, knocking two overboard—who, however, clung to the raft and were hauled on board—and drenching the rest to the skin. The shock

snapped the line and the raft was hauled back to land by a rope which had been paid out from shore. In the afternoon a sixth and successful attempt with the mortar gun planted a line squarely across the vessel's bow and it was secured to the fore-rigging. By this time there were but two active men to be seen on board. To this line was attached a running block with a line rove through, the ends of which were retained on shore, and by this means a large hawser was hauled off to the vessel by those on the beach. Eventually the two men, more dead than alive, were landed after dark by means of the breeches buoy and carried to the life-saving station. One of them proved to be the mate of the vessel, whose wife and little boy had accompanied him on the voyage and perished before his eyes when the sea broke into the cabin. The crew numbered seven all told, and of the nine on board all but two perished. Six of the bodies were eventually recovered, one being picked up at Siasconset, four washing ashore near Surfside, and one encased in ice being taken from the rigging the following day. Of the many cases of shipwreck which have occurred on our island this is the most harrowing ever known. Others there have been where the loss of life has been greater, but in those cases the disaster was as sudden as overwhelming; but here the hapless victims lingered many weary hours perishing by inches within speaking distance of hundreds on shore eager, but powerless, to render them assistance. The vessel was pounded to pieces by the surf, her hull being sold at auction for $55, and such effects as were saved bringing in the aggregate $225.

July 1st, schooner yacht "Dauntless," from Boston to New York, stranded on Great Point Rip at 1 o'clock in the morning. She was sailing on a wager and making 13 knots an hour when she struck. She was kedged off with the assistance of a wrecking crew from town.

August 25th, schooner "Julia E. Pratt," Britt, of Boston, bound from Calais, Me., to Bridgeport, Conn., with a cargo of lumber, struck on Great Point Rip about 2 o'clock in the morning and bilged. The crew took to their boat and were picked up off Tuckernuck shoal by steamer Marthas Vineyard on her way hence. The vessel went to pieces.

1887.

March 13th, schooner "James Watson," Holder, of and from St. John, N. B., to New York with a cargo of 1,000 barrels of lime and 129,000 laths, having encountered heavy weather in the sound and pounded over some of the shoals and sprung a leak, was run ashore on Great Point near the Glades, to prevent her sinking. The sea made a clean breach over her when she struck. The captain and two men made their way out to the end of the bowsprit, which overhung the beach, and dropped. The mate had previously perished from exhaustion and his body was swept overboard. He was subsequently picked up

THREE-MASTED SCHOONER T. B. WITHERSPOON
Wrecked near the head of Little Mioxes Pond. From a sketch and painting at the time of the disaster, now in possession of and loaned by C. A. Chenoweth.
Original sketch by John J. Gardner.

at Quidnet. The lime took fire and vessel and cargo were partially consumed.

April 2d, three-masted schooner "Mattie W. Atwood," Newcombe, 620 tons, in ballast, from Boston for Norfolk, Va., parted from her moorings in the sound and drove ashore in the night on the north side of the island, west of Capaum pond, during a violent storm. She was gotten off on the 5th by the assistance of a wrecking crew, the salvors being awarded $900.

April 5th, the masts of a three-masted sunken schooner were sighted from Siasconset just east of Bass Rip. A boat's crew from Quidnet went to the vessel, but were unable to ascertain her name. She was subsequently identified as the "Cora Etta," Fales, of and from Rockland, Me., for New York with a cargo of lime. The crew had evidently abandoned her when she sunk and perished.

April 26th, schooner "Lawrence Hines," with a cargo of ice, which had been lying outside the Bar awaiting a favorable tide to come into the harbor, went ashore near the jetty during a violent gale. A portion of her cargo was taken off by schooner W. O. Nettleton and the vessel was floated on the 29th.

April 26th, schooner "Active," Frisbee, from Rockport, Me., to New York with a cargo of paving stones, was sighted off Quidnet with sails blown away and a signal of distress flying. She was boarded by a boat's crew, who worked her into Vineyard Haven.

November 30th, schooner "Abbie Wasson," Lord, with lumber, from Bangor, for New London, struck on Pollock Rip during the night and filled, drove across the shoal on the flood tide and drifted westward to Cross Rip. She was seen from town next morning and schooner W. O. Nettleton started to her assistance but found her deserted, the crew having been taken off by the Monomoy life-saving crew when she struck. Her sails and rigging were secured by the Nettleton and on December 3d she was towed to Woods Hole by revenue cutter Gallatin.

December 12th, brigantine "Anglo," Love, of Lunenberg, N. S., from Demarara to Boston with 3,009 bags of sugar, went ashore on the inside of Great Point during the evening. The crew were taken off by a boat from Coskata life-saving station. With the assistance of a wrecking crew of twenty a portion of her cargo was discharged into barges and she was hauled off by a tug on the 15th.

December 22d, schooner "Lucy Jones," Duncan, from Perth Amboy for this port, deeply laden with coal, was run on to the Bar in the early afternoon, as it was feared she would founder in the heavy sea caused by a fierce gale which had sprung up after she left Vineyard Haven. The sea made a clean breach over her when she struck, compelling the crew to take to the rigging. The underwriters' boat was

taken to the Cliff shore and manned by sixteen volunteers, who at the risk of their lives pulled out to the vessel and took off her crew of four men and the pilot, William J. Burgess, of this town. About two-thirds of her cargo was subsequently landed here in boats, the salvors receiving 50 per cent., and on the 27th the vessel was kedged off and brought into port.

1888.

March 28th, English iron steamship "Canonbury," Mitchell, from Matanzas for Boston, with a cargo of sugar, struck on the "Old Man" in a dense fog. When the fog lifted a couple of hours later the crew started for the land in their boats, as the ship was leaking badly and night coming on. Meantime she had been sighted from Surfside station and Capt. Veeder and crew started to her assistance in the small surf-boat. About two-thirds of the distance had been covered when two of the steamer's boats laden with the entire crew were met pulling shoreward. Directing them to follow, Capt. Veeder started back toward the station, and when a short distance from shore instructed the steamer's boats to anchor, as it would be suicidal for them to attempt to land through the high surf then raging. Taking a few of the sailors into their boat, the Surfside crew effected a landing in safety. Meantime the large life-boat had been brought down and made two trips through the raging surf, bringing ashore the remainder of the crew. One of the rescued mariners was sick in his berth when the ship struck and died shortly after landing, from effects of the exposure in his enfeebled condition. Shortly after leaving her the vessel worked off the shoal and drifted on to Pochick Rip, a short distance off Siasconset, where, despite various attempts to get her off, she remained many months, an object of curiosity to sight-seers, until completely engulfed by the waves and shifting sands.

September 25th, fishing schooner "Enola C.," Rust, of Gloucester, with a full catch of mackerel on board, anchored under Great Point, parted and drove ashore at the "Galls." She was floated on the 29th.

November 15th, schooner "Grampus," of the U. S. Fish Commission service at Woods Hole, stranded on Bass Rip, four miles off Sankaty. The mate with a boat's crew came ashore for assistance and shortly after the remainder of the crew were taken off by a fishing smack. Subsequently the vessel drifted off and was picked up by a tug and towed to Woods Hole. When found she was in charge of one man who had been put aboard by a passing vessel.

November 28th, schooner "David Faust," for Boston, with a cargo of cement, struck on Great Point Rip during the night. The following day she was boarded by a crew in the underwriters' boat, who contracted to float her for $300 and she was gotten off after throwing overboard 150 barrels of her cargo.

1889.

January 27th, ship "Antoinette," 1,118 tons burthen, Capt. Fergusen, of Yarmouth, N. S., from Montevideo to Boston, in ballast, went ashore on the southwest side of Tuckernuck at 9 o'clock in the evening. Her masts were cut away when she struck, to prevent her rolling over. The Muskeget life-saving crew pulled three miles to their assistance in two dories, but found the sea running so high as to render it impossible to board the vessel or attempt to disembark her crew with the dories. They accordingly landed at Tuckernuck and procured the Humane Society's boat, which was hauled overland a mile and a half by oxen and launched. Finding it was still impossible to board the vessel, they pulled back to the station on Muskeget, loaded the gun and beach apparatus in the boat and returned to the scene, arriving just at sunrise. A shot was fired across the vessel and a hawser run off, by means of which all on board were safely landed in the breeches buoy. There were on board, besides the crew of 17, three passengers—another captain, his wife and daughter. The vessel was floated April 23d.

October 15th, a dismasted schooner anchored off Sankaty Head with a signal of distress flying. She dragged during the day and in the evening was off Surfside sending up rockets, which were answered from the station until she disappeared. Off Noman's Land the following day her crew were taken off by a passing steamer and carried to Boston. Later a schooner fell in with the dismantled and abandoned craft and towed her into Vineyard Haven. She proved to be schooner "Kate Foster," of Machias, Me., Capt. Tate, bound to New York with a cargo of piling. She was hove down off Nantucket and the captain ordered her masts cut away. A few minutes later he was swept overboard by a heavy sea. At daybreak they anchored off Sankaty.

December 4th, Italian bark "Nostri Genitore," from Trapani for Gloucester, with a cargo of salt and wine, anchored off the head of the harbor, leaking, and her crew came ashore for assistance. None of them could talk English and her captain and mate came to town for an interpreter. Meantime several wreckers from town joined forces with a crew from Quidnet and boarded the vessel during the night, finding her abandoned with four feet of water in the hold. They reduced this to eighteen inches and got under way. In attempting to come through the "slue," she struck heavily and all hands left her, landed at Great Point and came to town in the Underwriters' boat. Shortly after the wreckers left her two tugs came down, hauled her off and towed her to Boston.

November 16th, the Muskeget life-saving crew put out to a schooner on Shovelful Shoal in the teeth of a furious gale. She proved

to be the "Forest City," of Ellsworth, Me., lumber laden, and floated toward night, her crew having already made their escape, landing at Vineyard Haven.

1890.

February 13th, four-masted schooner "Eva B. Douglass," Letts, from Philadelphia for Portsmouth, with a cargo of coal, stranded on Great Point Rip during the night. The following day steamer Island Home and two tugs made unavailing attempts to haul her off, but during the night the vessel jettisoned a portion of her cargo and got off without assistance.

1891.

October 23d, during a storm and gale schooner "Vulcan," Gilbert, of Rockland, Me., bound to New York, with a cargo of lime, became unmanageable in the sound and stranded on the Bar late in the afternoon. The underwriters' boat was hauled to the Cliff and manned by volunteers who rescued the crew after a severe struggle against wind and sea. When they left her the cargo was on fire and burned until the vessel was consumed. Her masts burnt off below deck and went by the board. She was stripped of sails, rigging, etc., by wreckers who received 60 per cent. salvage.

1892.

January 20th, three-masted schooner "H. P. Kirkham," McCloud, of Liverpool, N. S., bound from Halifax to New York with a cargo of dry and pickled fish, struck on Rose and Crown Shoal in the evening and sank. The seas broke over her immediately, compelling the crew to take to the rigging. At daybreak the next morning she was sighted from Sankaty lighthouse by Keeper Remsen, who telephoned Coskata life-saving station. The crew started immediately with their small life-boat on wheels, hauling her across the beach and launching her on the outside of Great Point. They reached the vessel about 11 o'clock and with great difficulty took off her crew of seven men from the rigging, where they had been exposed for fifteen hours, suffering intensely from cold and frequently drenched by the breaking waves. Then commenced a long, hard struggle for life. The little boat, overloaded with the double crew, took in water frequently, necessitating constant bailing to keep her afloat. Siasconset, the nearest land, was ten miles to windward. The wind and sea increased and the dashing spray froze on the men as they struggled at the oars. Hour after hour they rowed, without perceptibly nearing the shore. In less than an hour after leaving the vessel she had gone to pieces. Three hours later and again during the night they were obliged to anchor to prevent being carried to sea. Darkness settled upon them and all through the night they toiled on, guided by the flashes from Sankaty's beacon.

Meantime they had been given up for lost by anxious friends on shore, but when day dawned the little boat was descried in the offing, still gallantly buffeting the fierce wind and sea, and at 10 o'clock in the forenoon they landed on 'Sconset beach. For twenty-six hours since leaving their station they had battled with wind and sea without nourishment and under circumstances of extreme peril. In recognition of their efforts the United States government awarded to Keeper Chase a gold medal and to each of the crew a silver medal, the presentation, with appropriate public exercises, taking place in the Unitarian church in January, 1893. Ere the arrival of the medals, however, one of the number, Surfman Perkins, had succumbed to a fatal attack of illness, brought on by the severe exposure.

March 20th, bark "Western Belle," Sweeney, of New Bedford, from Singapore for Boston with a valuable general cargo, struck on the South Shoals, pounded over and anchored off Sankaty Head, leaking badly. Her main and mizzen masts were cut away to check her from dragging on to Rose and Crown Shoal. Early next morning she was boarded by the Coskata life-saving crew, by whose assistance at the pumps the vessel was kept afloat until the arrival of tug Mercury, which towed her to Vineyard Haven and thence to Boston after putting a steam pump aboard.

October 22d, three-masted schooner "Joel F. Shepard," coal-laden, was discovered ashore on Swile Island Shoal, near Tuckernuck. She was boarded by boats from Tuckernuck and by the Great Neck life-saving crew, but declined assistance and later in the day the vessel floated.

1893.

April 23d, Norwegian bark "Mentor," 500 tons burthen, bound from Cienfuegos to Boston with a cargo of sugar, struck on Old South Shoal and was abandoned with all sails set. Her crew succeeded in reaching Great Round Shoals lightship, from which they were taken off next day by a fishing vessel and landed at Vineyard Haven. Meantime the bark floated off the shoal, was discovered drifting about some ten miles south of the island and boarded by two boats' crews from Nantucket. They pumped her out and started to work her in to New London, but were spoken off Block Island on the afternoon of the 25th by one of the Boston Tow Boat Company's tugs, which had been sent out in search of the vessel, and towed her to Vineyard Haven and subsequently to Boston. The vessel and cargo were valued at $73,000. The salvors received $14,500, which netted about $750 to each man.

April 29th, barkentine "Albertina," Dill, of Windsor, N. S., 655 tons burthen, bound from Buenos Ayres to Boston, with a valuable cargo of 40,000 hides, was discovered ashore on the southwest side of Muskeget and boarded by the life-saving crew. Wreckers from

town and Tuckernuck made several unsuccessful attempts to kedge her off. Meantime, two steam tugs had been sent to her assistance and by their combined efforts succeeded in hauling her off the following night and towed her to Vineyard Haven.

April 26th, four-masted schooner "J. R. Teal," Johnson, from Norfolk, Va., for Portland, with a cargo of coal, stranded on Norton's Shoal. She was boarded by the life-saving crew from Tuckernuck and subsequently two steam tugs went to her assistance and floated her the night of the 27th.

July 27th, steamship "Santuit," Sturgis, bound to Boston from Jamaica with a cargo of bananas and cocoanuts, struck on Fishing Rip in a dense fog, but was able to back off after throwing overboard some 2,000 bunches of bananas, a large quantity of which floated ashore on the south side of the island and were secured.

December 13th, schooner "Fleetwing," Faulkingham, of Rockland, Me., for New York with a cargo of 1,533 barrels of lime, parted from her anchors in the sound during a heavy northwest blow and drove ashore in the Chord of the Bay just east of Coskata life-saving station. The crew effected a landing in their boats, but the cargo took fire and the vessel burned, but little of value being saved.

1894.

January 13th, three-masted schooner "Minnie C. Taylor," Quinlan, of Portland, Me., from New York to Boston with a cargo of 1,500 barrels of lubricating oil, drove ashore in the Chord of the Bay. The Coskata life-saving crew shot a line over the vessel by means of which a hawser was hauled off and secured to the mizzen-mast and her crew of four men were landed in the breeches buoy. The vessel, while at anchor off Cross Rip in a heavy gale, became badly iced up and during the previous night was struck by a heavy sea and hove down, parting her best bower. The shock threw the forecastle lamp out of its socket and it exploded, setting the forecastle on fire. The crew, realizing that they were doomed if the flames got into the hold, fought for their lives and succeeded in extinguishing the fire. Soon after striking, the vessel began to break up. She was stripped of sails, spars and effects, the wreckers receiving 50 per cent. salvage. About 1,000 barrels of oil were saved and brought to town by boats and teams at $1.25 a barrel.

February 5th, four-masted schooner "M. D. Borda," Endicott, of Philadelphia, from Rockland, Me., to Baltimore, with 1,200 tons of ice, grounded on Great Point Rip. She was boarded by Coskata life-saving crew and by a crew from town in the Underwriters' boat. The following morning a steam tug came down and hauled her off.

October 9th, three-masted schooner "Laura V. Rose," Leeds,

from Kennebeck, Me., to Philadelphia, with a cargo of ice, anchored near Great Point, parted her chain in a gale and running before the wind, struck on Tuckernuck Shoal, drove over, and anchored about eight miles west of Cross Rip lightship, leaking badly. Her fore and mizzenmasts were cut away to ease her. The steward was washed overboard by the seas which swept over her and lost, and the captain was dashed against the vessel's side and injured so badly that he died shortly afterward. Signals of distress were set and the remainder of the crew taken off by a passing vessel with great difficulty, after having been lashed to the bits on the quarter deck for fifteen hours. The dismantled craft was sighted off Sankaty the following day and a crew from town drove across the island and boarded her in the Humane Society's boat from Siasconset. She was likewise boarded by the Coskata life-saving crew, but finding her water logged and abandoned and fast breaking up, both crews returned to land.

1895.

October 4th, three-masted schooner "Nellie F.Pickering," Kimbal, from Belfast, Me., to Newark, N. J., with a cargo of paving stones, drove ashore on Long Shoal off Tuckernuck, during the night. The crew were taken off by the life-saving crew from Muskeget next morning, after a hard pull of three hours, and landed on Tuckernuck. Meantime the vessel continued to drag and eventually drifted into Muskeget channel and sank.

October 20th, schooner "Sallie B.," Spalding, of Boston, from Rockport, Me., to New York, with a cargo of paving stones, anchored six miles from Great Point, with signals of distress flying, was boarded by Coskata and Monomoy station crews. Her sails were torn, spars damaged and she was leaking badly. She was assisted to repair damages, got underway and stood in by Great Point, dropping the Coskata crew, then put into Hyannis, dropping the Monomoy crew en route.

November 12th, the stem of a vessel apparently of English build, with mast and cross-trees and a quantity of wire rigging attached, was discovered aground about four miles northeast of Great Point. It was surmised that the vessel had broken in two. Her identity could not be ascertained.

December 6th, barkentine "Elmiranda," of Boston, Capt. Duncan, from Baltimore for Bath, Me., with a cargo of coal, stranded on Great Point Rip during a heavy northwest gale. She was boarded by the crew of Coskata life-saving station, who found her leaking badly. Meantime steam tug Underwriter came to her assistance, hauled her off at high water and towed her to Vineyard Haven, the station crew remaining aboard to work the pumps. They returned to their station next day.

December 7th, schooner yacht "Luella," bound from Boston to Florida, drifted into Nantucket harbor with mainsail and jib gone, main boom broken and wheel carried away. They were overtaken by a storm in the sound and rode out the gale under lee of Cross Rip lightship.

December 30th, during the night schooner "Carlotta," Gale, of and from St. John, N. B., for New York, with a cargo of lumber, parted from her anchor near the Horseshoe and drove on to Tuckernuck Shoal. Next day the Tuckernuck life-saving crew attempted to reach her, but were unable on account of the severity of the gale, and came to Madaket and sent word to town to have a tug notified. Revenue cutter Dexter came from Edgartown the following morning (January 1), but owing to her greater draught of water was unable to get within half a mile of the stranded vessel. She sent her surf-boat, however, and took off the crew, who were transferred to steamer Marthas Vineyard on her trip to Woods Hole. Owing to the shallow water none of the wrecking tugs could reach the vessel, but the Marthas Vineyard put a wrecking crew aboard with instructions to jettison her cargo, and after several attempts succeeded in hauling her off shortly after midnight, January 3d, and towed her to Vineyard Haven.

1896.

May 6th, schooner "Enterprise," loaded with iron pipe, went ashore on Long shoal off Tuckernuck. She had been abandoned earlier in the day, her crew being taken off by a passing steamer and landed at Vineyard Haven.

June 14th, schooner "Ellen E. Perkins," Smith, of Deer Isle, Me., from Bangor to New York, with 175,000 feet of spruce lumber, went ashore on the outside of Great Point at 1 o'clock in the morning. The crew landed in their boats. Most of her cargo was saved and an ineffectual attempt was made by the Boston Tow Boat Co. to haul her off on the 20th. She was an old vessel and eventually went to pieces.

July 5th, Norwegian steamer "Condor," from Banes, Cuba, for Boston, ran ashore near Sankaty Head at 1 o'clock in the morning. She got off without assistance some hours later and proceeded on her way.

December 9th, schooner "Argo," Lacy, of Stonington, Conn., from Portland, Me., to this port, with lumber for the new Catholic church, drove ashore in the Chord of the Bay. She came down to the Bar the night before too late to enter the harbor and anchored about two miles west of Coskata life-saving station. The wind breezed up during the night and by morning was blowing a screamer from the northwest, causing her to drag, and she struck about 4 o'clock in the afternoon. After several unsuccessful attempts to shoot a line aboard,

the station crew boarded her in their boat and took off the crew. Several ineffectual attempts were made to haul her off next day. She was then lightered of her deck load and floated at high water on the 12th and was towed in to the harbor next morning. As she had bilged badly and was only kept afloat by the buoyancy of her cargo, it was not deemed expedient to bring her up to the wharf, so she was anchored well over towards the South Beach, and her lumber landed by boats. During a violent storm on the 16th she rolled over and went to pieces. She was an old craft—49 years old—and valued at about $700.

1897.

April 20th, schooner "Two Brothers," Blake, of Boston, from Sullivan, Me., to Taunton, with a cargo of granite curbing, while endeavoring to enter the harbor stranded on the Bar at 9 o'clock in the morning. The Underwriters' boat went to their assistance and took off the crew, wet and exhausted from exposure. The vessel was floated during the night, but soon grounded again. The following afternoon she was again floated and brought in to the harbor.

May 8th, schooner "Abel W. Parker," Snow, in beating out over the Bar early in the morning misstayed and sagged on to the outer end of the eastern jetty, where she stuck fast. The steamer on her outward trip made an ineffectual attempt to haul her off. She floated at high water in the afternoon and came back to the wharf, leaking badly. A sail was drawn under her forequarter, over the leak, and she left for Vineyard Haven next day with an extra crew aboard to assist in pumping. Temporary repairs were made by a diver, to enable her to proceed to New Bedford.

July 23d, brigantir. "H. S. Sibley," Doane, of and for Boston, from Philadelphia with 870 tons of soft coal, struck on Great Rip shortly after midnight. The crew abandoned her at daylight, as she was half full of water and beginning to break up, and pulled in for Sankaty, but finding it too rough to land, skirted the shore to Wauwinet, where they were fallen in with by Capt. Patrick Robinson, cruising off the east end of the island in catboat Priscilla, and towed to town, via the "opening." The following day not a vestige of the vessel remained.

July 30th, fishing schooner "William C. McDonald," of Gloucester, Capt. Keith, from Block Island, bound to the Grand Banks with supplies, ran ashore on the inner side of Great Point just north of the lighthouse at 10 o'clock in the evening. The crew took to their boats, as she was filling rapidly, and laid by her until daylight, then rowed ashore. Her supplies and effects were brought to town and shipped to Gloucester. A survey was held on the vessel and she was condemned, but she held together until the following November, when a

heavy sea pounded her to pieces. [The bell from the McDonald is mounted on Steamboat wharf, and is sounded in foggy weather to assist steamers in making the dock.]

1898.

February 20th, ship "Asia," Dakin, from Manilla for Boston, with a cargo of hemp, struck on Round Shoal during a furious northeast gale and snowstorm, but did not begin to break up until the following day. The first knowledge of the disaster was gained on the 22d when a tug put into Woods Hole with two bodies, a man with a little girl clasped in his arms, taken from floating wreckage near Handkerchief shoals. These proved to be the mate of the Asia and the captain's daughter who, with his wife, had accompanied him on the voyage. Later it was learned that three seamen, suffering and exhausted, had been rescued by the crew of Handkerchief lightship from a piece of the vessel on which they had drifted from the scene of the disaster, having been afloat on the wintry sea without food or water for twenty-four hours. For a number of days the sound was strewn with wreckage, bales of hemp and debris, a considerable quantity of which was picked up by boats and drifted ashore on Nantucket and the Cape. In all, about a thousand bales were secured, 300 of which were landed here. The Asia was a 1,500 ton ship, valued at $25,000 and her cargo at $100,000. Her crew numbered twenty-three.

March 23d, barkentine "Culdoon," Richter, of St. John, N. B., bound from Cape Town to Boston with a cargo of 1,142 bales of wool, ran ashore high and dry at Nobadeer about 4 o'clock in the morning in a dense fog. The crew landed in their boat, which capsized in the surf, but all got ashore safely. When the vessel struck, the shock snapped off her fore-topmast, which hung with rigging and sails in a tangled mass from the cross-trees. She was stripped of sails and her cargo discharged on the beach with all possible expedition, the wreckers working day and night, as it was not thought possible that she could be gotten off. The attempt was made, however, by tug Right Arm, which succeeded in hauling her off at high tide about 10 o'clock on the night of the 26th, and towed her to Boston. The bales of wool were carted to town and shipped to Boston.

March 31st, schooner "St. Elmo," Hall, of and from Rockland, Me., to New York, with a cargo of lime, foundered on the shoals to the eastward of Nantucket and sank about 12 miles off shore, where she was descried two days later by Keeper Remsen of Sankaty light. The Humane Society's boat at Siasconset was manned by a volunteer crew and started for the wreck. As they neared the sunken vessel they were signalled by a fishing smack, which had just taken from the rigging the sole survivor. As the man was in urgent need of medical

BARKENTINE CULDOON ASHORE AT NOBADEER,
She was hauled off after being stripped of sails and her cargo discharged on the beach.

The bales of wool were carted to town and shipped to Boston.

Photos by W. F. Codd.

aid he was transferred to the boat, which in turn was taken in tow by steamer Petrel, which had been dispatched to the scene, and landed at Siasconset, hence he was hurried across the island to town. He proved to be the mate of the vessel and when sufficiently recovered to converse he told a harrowing tale of how one by one the captain, his wife who accompanied him, and three seamen, were washed overboard and drowned, or killed by the shifting deckload when the vessel was hove down; when the vessel rolled over the compressed air within burst out her stern and she righted and sank till her decks were awash, yet possessed sufficient buoyancy to float thus and was carried to and fro among the shoals, sometimes grounding one tide and floating the next, For two days and nights the man clung to the shrouds in sight of land and passing vessels, but unable to attract attention, until she brought up finally on the Rose and Crown. As soon as rescued he collapsed entirely and it was many days before he recovered the use of his limbs sufficiently to be forwarded to his home.

May 15th, schooner "Angela," Murphy, of Franklin, Me., from New York to South Gardner with a cargo of brimstone, was sunk by collision with schooner S. J. Lindsey near Cross Rip lightship just before midnight. Her crew barely escaped aboard the Lindsey and were carried to Vineyard Haven.

May 20th, schooner "W. O. Nettleton," of and for this port, from Boston, with an assorted cargo, including lime and cement, dragged from her anchorage near the Bar, went ashore in the Chord of the Bay and sprang a leak. The water coming in contact with the lime set fire to it. She was lightered of her deck load, kedged off and towed in to the harbor on the 22d, when the fire was extinguished by forcing steam into her hold.

Sloop "Jennie," of this port, with seven dories in tow, which had been lightering the Nettleton, in attempting to enter the harbor in the dark, ran on to Brant Point on the night of the 21st, but was hauled off next day by steamer Petrel.

June 4, three-masted schooner "William E. Young," Tanner, from Lunenburg, N. S., to New York, with a cargo of laths, was sighted four miles east of Great Point with distress signals flying. Steamer Petrel went to her assistance and towed her to Vineyard Haven. The vessel was waterlogged and her crew on the point of abandoning her.

June 10th, three-masted schooner "Stephen Morris," from a port in Maine, bound to New York with a cargo of lumber, water logged and abandoned, was picked up off the south side of the island by steamer Petrel and towed to Vineyard Haven. The vessel was first sighted near Bass Rip, off 'Sconset, on the morning of the 5th instant

and a tug from Vineyard Haven went out, but failed to find her. The next day steamer Petrel spoke a vessel off Great Neck station, which reported having sighted and run down to the schooner off 'Sconset the previous day and found her abandoned. On the 7th the Petrel cruised all day in an unsuccessful search, and it was concluded she had gone to pieces on the rips. When she again appeared off Surfside on the 10th, the Petrel, which was fishing off 'Sconset, was notified and started in pursuit. Meantime a crew was mustered in town and taking the Underwriters' boat on wheels started across the island and put off from Surfside. Then ensued a spirited race, but the Petrel had the lead, gained the vessel and started westward with her. Being waterlogged she towed slowly and the boat's crew overhauled and boarded her despite the protests of the Petrel's crew. The latter received $500 salvage, which the boat's crew promptly attached, claiming to have rendered material assistance, but their claim was not allowed.

July 25th, fishing schooner "Lizzie M. Center," 70 tons burthen, Capt. James Smith, of and from Gloucester, ran ashore at midnight in a dense fog on the southwest side of the island opposite the head of Hummock pond. She was hauled off the following night by steamer Petrel, after throwing overboard her ballast and 75 barrels of salt, and brought into this port, the Petrel receiving $500 for her services.

November 26th, schooner "Luther Eldredge," of this port, a little vessel belonging to Capt. Arthur Lewis, at anchor in the harbor, loaded with junk iron and general merchandise, broke adrift during a severe storm, drove on to a submerged wharf, rolled over and sank. She was subsequently raised and repaired. [This was one of the worst storms ever known on the New England coast and made ever memorable by the loss of steamer Portland from Boston with all on board. An immense amount of damage was done to the fleet of boats in the docks, but no shipwrecks or loss of life occurred on our shores.]

November —, schooner "David Faust," with a cargo of cement, stranded on Great Point rip. She was floated next day by Warren F. Ramsdell and a boat's crew who went to her assistance in the Underwriters' boat.

1899.

February 12th, 13th and 14th, during a protracted storm of wind and snow and ice blockade the following disasters occurred:

Three-masted schooner "E. L. Dow," Capt. V. R. Pinkham, went ashore on the back side of Coskata, Sunday, the 12th. Her crew were taken off by the life-saving crew and the vessel went to pieces during the gale Monday night.

Three-masted schooner "William Marshall," Capt. Albert Sharp,

parted from her anchors in the sound Monday night and drove into the ice in the Chord of the Bay. She was boarded Tuesday morning by the station crew who dragged a dory over the ice, took off the crew and brought them to town, arriving after several hours toilsome march over the ice. The rescued party included the captain's wife. At Brant Point they were met by a large number of citizens, who had a sleigh in readiness in which the captain and his wife were placed and, as it was impossible to get a horse down to the point, willing hands seized the shafts and dragged it across the harbor.

The two vessels left Boothbay in company, each carrying a cargo of ice, the Marshall bound to Washington, D. C., and the Dow to Suffolk, Va. The captain of the Dow accompanied the station crew when they boarded the Marshall and the surprise of the two captains on meeting under such circumstances may be imagined. A tug towed the Marshall to Vineyard Haven on the 15th.

Three-masted schooner "Winnigance," Parris, with 3,300 barrels of lime, ashore on Swile Island shoal off Tuckernuck, was boarded by Muskeget station crew, and schooner "Demozelle," Maxwell, from St. John, N. B., with a cargo of laths, stranded on Dry shoal off Eel Point, was boarded by Marcus Dunham and Edward C. Barrett, who found the vessel was leaking, the supply of fuel exhausted and the crew short of provisions. The captain of the former contracted with the Boston Tow Boat Co. and she was hauled off early in March. The "Demozelle" was floated by steamer Petrel on the night of February 28th after discharging her cargo into lighters, brought to this port and re-loaded, the salvors having contracted to float her and deliver her loaded at the back of the bar for $1,250.

Schooner "Emma" was run into by schooner "Erie," near Muskeget and dismasted. Her crew succeeded in reaching schooner "Annie M. Kimball," which was subsequently towed to Vineyard Haven by a tug. The Erie was for some time thought to have foundered in Muskeget channel with all on board, but eventually arrived in Fall River. Schooners Emma, Erie and Demozelle left St. John in company, all loaded with lumber from the same yard.

March 6th, schooner "Luther Eldredge," Lewis, of this port, anchored in the harbor, drove ashore high and dry on the South beach during a heavy gale. She was to have left for New Bedford the following morning on her first trip since her mishap the previous November. She was hauled off some weeks later. [See Nov. 26, 1898.]

April 18th, fishing schooner "Eliza," of Beverly, Capt. Hopkins, struck on Rose and Crown shoal shortly after midnight. There was a heavy swell on and the vessel soon began to break up. Three of the crew got into the only boat, when a huge sea boarded the vessel and

they cut the falls to prevent being swamped. The boat was swept away in the darkness on the crest of a wave and 'ere they could regain the vessel she disappeared. They had but one pair of oars and the boat was badly stoven. When day broke they started to pull for the land and on the way rowed through a quantity of wreckage which they recognized as portions of the vessel. As they neared the shore they were sighted by fishermen off 'Sconset, who went to their assistance and towed them to land. The vessel was 44 tons burthen and her crew numbered 14, all of whom belonged in Nova Scotia.

October 14th, steamer "Marthas Vineyard," in rounding Brant Point on her outward trip in a dense fog, ran aground hard and fast on Coatue flat at 7 o'clock in the morning. Her passengers were brought ashore and the following morning steamer Monohansett was sent from Edgartown and made ineffectual attempts to haul her off. In the afternoon steamer Gay Head arrived from New York and after working on her several hours succeeded in hauling her afloat at 8 p.m.

November 16th, British schooner "Canary," bound from St. John, N. B., for New York, collided in the night with schooner "David S. Siner," near Cross Rip lightship. Steamer Marthas Vineyard answered the call for assistance and took the crew of the Canary to Vineyard Haven. The Canary proved to be a total wreck, drifting ashore near Muskeget.

1900.

April 18th, three-masted schooner "Emma C. Middleton," 501 tons burthen, Capt. Higbee, with 718 tons of soft coal, went ashore just after midnight on the west side of Great Point. She was hauled off by steamer Petrel the following day, apparently uninjured.

September 18th, the Coskata crew went to the assistance of three-masted schooner "N. H. Skinner," bound from Bath to Philadelphia with ice, which was in distress in the sound, The lifesavers had a six-hours' pull through heavy seas and as the vessel had lost her sails and was unseaworthy the station crew remained aboard all night. The next morning the schooner was taken in tow by tug "Storm King."

October 17th, during a sudden and severe storm which came up the previous night, the following disasters occurred in this vicinity:

Schooner "Alaska," McLeod, from River Herbert, N. S., with a cargo of lumber, attempted to make this harbor and was driven on to the Bar. The crew were taken off by a volunteer crew in the Underwriters' boat. Later the schooner was lightered of a portion of her cargo, floated and brought in to the harbor and subsequently taken to Edgartown and re-loaded.

Schooner "J. W. Cooper," from Machias, Me., with a cargo of

lumber, and schooner "J. Arthur Lord," loaded with granite, drove ashore in the Chord of the Bay. The crews were landed and cared for at Coskata station and both vessels were gotten off, the "J. Arthur Lord" being hauled off by a tug on the 19th.

Schooner "David S. Siner" struck on Pollock Rip and foundered. The crew barely escaped from the vessel with their lives, one man being obliged to jump overboard and was taken into the boat. They reached Great Point with difficulty, narrowly escaping being swamped in the rip, and were cared for at the life-saving station. Just eleven months previous the "David S. Siner" collided with the British schooner "Canary" near Cross Rip, completely wrecking the latter vessel, whose hulk drifted ashore on Muskeget. [See November 16, 1899.]

Schooner "F. R. Baird," Greenlaw, from Portland to New York with a cargo of lumber, stranded on Tuckernuck shoal. The captain, mate and their wives came to town in the vessel's boat to telegraph for a tug, the two former returning next day on steamer Waquoit, which took a wrecking crew from here to lighter the vessel, and she was later hauled off by steam tug Seminole.

November 26th, schooner "Montauk," of Falmouth, which had discharged a cargo of cord wood at Nantucket, broke from her anchorage in the harbor during a heavy gale and was cast ashore on Brant point between the lighthouse and the Nantucket Hotel, where she remained about ten feet above high water mark on an even keel. Steamer "Petrel" made several unsuccessful attempts to float her and the scheme was under way to build a cradle about the vessel and launch her from an improvised railway, when another heavy storm came on the night of December 4th, with an extreme high tide, which lifted the vessel from the beach and carried her off near the channel, where the crew succeeded in anchoring her just before daylight. The "Montauk" was uninjured.

1901.

June 28th, fishing schooner "Lizzie M. Center," of Gloucester, Capt. Joseph Smith, homeward bound with a full cargo, struck on Mutton shoal, Muskeget channel, about 1 o'clock in the morning, swung off into deep water and sank. Her crew of eighteen escaped in their boats and landed at Cape Pogue.

August 18th, schooner "Kate B. Ogden" stranded on the north end of Tuckernuck shoal. The Muskeget station crew went to her assistance, ran out an anchor and at high water she was hauled off.

September 12th, three-masted schooner "St.Thomas," from Baltimore for Boston with 353 tons of coal, grounded in Muskeget channel and sank at 10 o'clock in the evening. Her crew were taken off by Muskeget station crew. The vessel and cargo were a total loss.

October 16th, schooner "Frances R. Baird," with a cargo of 301,000 feet of lumber, stranded on the east end of Tuckernuck shoal. Her crew were saved and the vessel lightered and towed into port.

1902.

March 18th, schooner "Fly Away," of Boston, Capt. Brooks, from Calais, Me., for New York, with a load of pine lumber, was hove down and dismasted off Cape Cod, at which time the steward was washed overboard and lost. When her deck load and spars went overboard the vessel righted and for some thirty-six hours the dismasted hulk drifted to and fro by the east end of the island. She was sighted by Keeper Remsen of Sankaty lighthouse, who reported her to the Surfside station and the crew pulled out to her, finding her near the "Old Man" shoal, and took off the survivors, five in number. Later steamer Petrel made an ineffectual attempt to tow her to port, but the following day a more powerful tug was sent for and towed her to Vineyard Haven.

Wreckage from schooner "Orozimbo," which left Calais the same time as the "Fly Away," was picked up on the beach, and it was supposed she went to pieces on the shoals.

May 22d, schooner "Jonathan Sawyer," from Stonington, Me., to New York with granite, stranded on the north end of Tuckernuck shoal. Muskeget station crew went to her, assisted in floating her, piloted her into deep water, remained on board all night and the following day sailed her across the sound and anchored her off Falmouth.

May 25th, during thick weather in the early morning, five-masted schooner "Arthur Seitz," Nickerson, and four-masted schooner "Frank A. Palmer," Rawding, both of Portland, Me., and loaded with coal, stranded on Skiff Island reef, about five miles southwest of Muskeget. They were sighted by Muskeget station crew and steamer Petrel, both of which went to their assistance. The *Palmer was floated, but the Seitz became a total wreck and large portions of her hull subsequently washed ashore on Tuckernuck and the north side of the island. The following October steamer Petrel towed a large piece of her hull to the Bar, from which 12 tons of coal and considerable wreckage were taken. Both vessels were bound from Baltimore to Portsmouth.

*Sunk by collision off Cape Cod the following December.

July 17th, schooner "M. J. Soley," Wasson, from Nova Scotia for Providence with 137,000 feet of lumber, stranded on Great Point rip during a heavy blow. She was hauled off the following day by steamer Petrel and proceeded, leaking slightly.

1903.

January 29th, fishing schooner "Hattie & Maggie," Nickerson,

of Boston, struck on Rose and Crown shoal in a dense fog at 8 o'clock in the morning. At 10 o'clock her crew of 18 men abandoned her in six dories, as she was leaking badly, landing on Great Point late in the afterenoon. The vessel went to pieces.

February 20th, what proved to be part of a vessel with three masts standing, near Round Shoal, was visited by a crew from town in the Humane Society's boat from Quidnet. The identity of the wreck could not be learned.

March 16th, British steamship "Parkgate," from Cienfuegos to Boston with a cargo of sugar, stranded on Whaleman's shoal, about 15 miles E. S. E. from Sankaty. The mate and four sailors came ashore for assistance, landing near Sankaty. Tugs were telegraphed for and the Storm King and Underwriter despatched from Vineyard Haven. The Underwriters' boat and crew and Orison Hull's boat started, the Underwriters' boat in tow of steamer Waquoit. On reaching the vessel she was found afloat. Meantime many tugs offered to tow but the captain of the steamer declined. The Parkgate followed the tug Storm King, ran down to the bar and left the Nantucket men, then proceeded to Boston. Tug Underwriter received $15,000 and tendered the men here $400, which they refused.

May 6th, three-masted schooner "Agnes E. Manson," Babbitt, 852 tons burthen, (largest three-master afloat) struck on Rose and Crown shoal about 2 o'clock in the morning, but later came off and anchored. After four hours' pumping, the water gaining continually, the captain, his wife and crew of 8 men, took to the yawl boat and stowed their provisions and dunnage in the other. They stood by the vessel until she sank about 10 o'clock, then started for shore, landing at Siasconset about 1 o'clock in the afternoon. In passing through Bass rip it was necessary to cut adrift the boat in tow, as it endangered the other boat. Steamer Petrel subsequently took out the Underwriters' crew and stripped the vessel of sails and rigging. The hull was blown up by government the following July.

June 17th, a dismasted and abandoned vessel was discovered off the north side of the island near the jetty. It proved to be schooner "Progress," of St. John, N. B., which had been in collision in the sound the previous week and been purchased by Chatham parties, which had broken adrift during a heavy gale the day before and drove across the sound. She was boarded by Alexander C. Swain and John S. Watkins and later towed into the harbor by steamer Petrel. The vessel leaked so badly, however, it was decided to abandon her and she was towed inshore until she grounded near the South Beach, where she remained some years. During a heavy gale and extreme high tide, January 25, 1908, which wrought great havoc along the water

front, her hull broke in two, was washed ashore and landed directly across the railroad track on the South Beach, and 'ere long found its way as fuel into many homes.

1904.

February 20th, British schooner "Scotia Queen," which had been imprisoned in the ice north of island for some days, with signals of distress flying, and carried to and fro by ice floes, grounded near Eel point. Various unsuccessful attempts had been previously made to reach her, but next day Asa F. Meiggs and James M. Ramsdell succeeded in boarding her in a dory. She was loaded with lumber and bound from a Maine port to New York, was short of water and wanted a tug. Early next day a supply of water was carried to them by the Madaket life-savers and later steamer Petrel started to her assistance, but ere she reached her the vessel floated and sailed away. She soon stranded on Tuckernuck shoal, but got off during the night and anchored under the Cape.

April 5th, fishing schooner "Braganza," Moseley, of and from Gloucester, stranded on the north end of Bass rip. She came off shortly afterward, leaking badly, and anchored near Round shoal. Leaving twelve men on board to work the pumps, the captain and five men landed at Quidnet and sent to town for assistance. Steamer Petrel, taking on board a wrecking crew, went out to her, picking up the boat's crew on the way and took the vessel in tow for New Bedford, which was reached the following morning. It required the combined efforts of all hands, including the Petrel's crew, working continuously at the pumps all night, to keep the vessel afloat until they reached New Bedford. The "Braganza" was one of the finest fishing smacks on the coast and was valued at $6,000.

November 14th, catboat ——, owned in Hyannis, broke from her moorings at the Cape, drifted across the sound, by Great Point to Quidnet, where she drove ashore opposite Sesachacha pond in a severe snowstorm, landing high up on the beach uninjuried.

November 18th, three-masted schooner "Charles Luling," with coal for Cash Coal Co. of this town, went ashore near the western jetty about 9.30 p. m., in attempting to enter the harbor without a pilot. She was boarded by the Humane Society's boat and the crew taken off. She was purchased as she lay from the Insurance Company by Nantucket parties and the greater portion of her cargo saved. The vessel hailed from Grand Haven, Mich., and was built for service on the Great lakes, in which she was engaged till a year before. She was floated on the 29th and towed into the harbor by steamer Petrel. She was subsequenty taken to New Bedford, repaired and sold.

December 16th, schooner "George B. Ferguson," Maddox, with

SCHOONER GEORGE B. FERGUSON
Wrecked off Brant Point. Steamer Nantucket butting ice in the distance.

a cargo of coal for the Cash Coal Co., grounded on the east side of the channel in attempting to enter the harbor. During a severe storm on the night of the 18th she came off, swept across the channel and finally stranded within a stone's throw from shore, leaking badly from the pounding she received. Her cargo was discharged into lighters, and the hull remained there some years, but finally broke up.

December 18th, three-masted schooner "Richard S. Leaming," ashore on Long shoal, was boarded by the crew of Muskeget life-saving station and found to be abandoned. She was loaded with rock plaster and bound from Windsor, N. S., to Philadelphia, and eventually went to pieces. Her crew doubtless took to their boat when she struck and perished. Four years later, January, 1909, the headless body of a man was found embedded in the sand at Cliff Beach near the jetty, which, from papers found in his pockets, was identified as Nelson Mills, the captain of the ill-fated vessel.

1905.

January 25th, iron steamship "Georgetown," of Buffalo, a freighter, 1358 tons burthen, from Portland, Me., drove ashore almost high and dry on the outside of Great Point during a severe storm. As she remained tight her crew stayed by the ship and next morning were able to drop on the beach dry shod. She was hauled off on the 31st by the Merritt Wrecking Co.'s tug.

May 20th, five-masted schooner "Jane Palmer," Willey, from Newport News, for Portland, with 5,000 tons of coal, stranded on Great Rip, eight or nine miles east of Sankaty. The mate and three men landed at Sankaty after a perilous trip through the rips. Steamers Petrel and Waquoit went to her assistance, with two crews of wreckers and wrecking gear. About 60 tons of coal were thrown overboard and by means of kedges the vessel was moved some thirty feet, when tugs Underwriter and Mercury, which had been telegraphed for, arrived on the scene with a steam lighter and by their combined efforts after she had been further lightened the vessel was hauled into deep water and towed to Boston apparently uninjured. The Palmer registered 2,823 tons and was valued at $175,000.

June 17th, schooner "Nellie G. Adams," of Provincetown, while fishing near Great Rip, was run into and sunk by south bound schooner J. H. Birdsall of Philadelphia. At the time there were but two men on board the Adams, which had ten dories out. The former were taken off the sinking vessel by the Birdsall, which then picked up the remainder of the crew and turned back to Boston.

1906.

February 6th, a large piece of British bark "Altona," with one mast attached, recently wrecked near Cross Rip, was encountered in the sound by revenue cutter Gresham, towed to the Chord of the Bay,

and delivered to Coskata life-saving crew as a derelict dangerous to navigation.

September 3d, schooner "Nellie Waters," of St. John, N. B., to Stonington, Ct., with lumber, which had anchored in the Chord of the Bay during a gale, grounded on the Bar in getting underway. Steamers Petrel and Waquoit hauled her off and towed her into the harbor next day. She had her sails torn and lost an anchor on the shoals.

November 3d, schooner "Mansfield," with lumber for this port, in attempting to enter the harbor without a pilot, ran aground hard and fast on Coatue flats. She was floated a week later, after being lightered of most of her cargo and towed in and docked by steamer Petrel.

1907.

January 5th, a five-masted schooner whose identity was not learned, stranded about 3 miles east of Great Point. Coskata station crew and a volunteer crew from town in the Underwriters' boat started to her assistance, but just before reaching her the vessel came off and sailed away.

May 20th, fishing schooner "Dorothy," Kimball, of Gloucester, stranded on Bass Rip and sprang a leak. The captain and two of the crew pulled ashore for assistance in the night and landed at Siasconset. Information was telephoned to town and a wrecking crew gathered, and the men returned to their vessel, but when daylight broke the vessel had vanished. She came off soon after the men got back and they pumped her out and returned to Gloucester, from where first news came from them.

July 6th, schooner "S. Sawyer," in leaving this port, stranded on Coatue flats. She was floated on the 21st and returned to the harbor.

1908.

January 29th, brigantine "Fredericka Schepp," Oversen, of Mystic, Conn., which had dragged from her anchorage near Handkerchief shoal in a heavy northwest gale, went ashore on the north side of Coatue about daylight. Repeated attempts were made by Coskata life-saving crew to launch their boat, which was each time dashed ashore again. About 10 o'clock steamer Petrel went up harbor and landed a crew of wreckers on the inside of Coatue, who walked across and lent assistance to the life-savers. By the combined efforts of the two crews the boat was finally launched, and at 11.15 o'clock the stranded vessel was reached and the nine persons on board, including the captain's wife and year-old son, were landed, taken across to the harbor side and brought to town by steamer Petrel. The vessel was bound from South Amboy, N. J., for Vinal Haven, with a cargo of

coal. She was floated April 17, after being lightered of her cargo, brought into the harbor and subsequently towed to Mystic, Conn.

June 29th, fishing schooner "Shenandoah," struck on Rose and Crown shoal and four of the crew, thinking the vessel doomed, left her in a dory. She came off soon after, uninjured, but the boat had disappeared. After cruising in search of them the following day the captain ran in under Sankaty and reported the missing men, who were supposed to have been lost. Several days later word was received that the men had been picked up by a passing vessel, after drifting about in the fog all night.

July 2d, fishing schooner "Francis J. O'Hara" stranded on Bass Rip during the night. Her crew of ten men landed at Coskata life-saving station in their seine boat the following morning, but later returned to the vessel, which was floated late in the afternoon by the rising tide, and proceeded to Boston, leaking slightly. Steamer Petrel started to her assistance, but arrived just as the vessel floated.

August 26th, German steamship "Brewster," from Jamaica for Boston with a cargo of fruit, stranded on Bass Rip, but succeeded in working off without assistance.

December 12th, fishing schooner "Latona," of Noank, ran on Great Rip during moderate westerly winds. She came off later after pounding heavily for about an hour, leaking so badly that her pumps could not keep her free. She was taken to New Bedford and went on the ways for repairs.

1909.

February 1st, schooner "J. Arthur Lord," anchored under Handkerchief Shoal with signals of distress flying, was boarded by Coskata life saving station crew, who found her dragging and in danger of going ashore on Great Point. Meantime word having been telegraphed to Woods Hole, revenue cutter Acushnet went to her assistance and towed her to Vineyard Haven.

March 10th, schooner "Horatio Hall," was sunk by collision with steamer "H. F. Dimock" in Pollock Rip slue. As she was a menace to navigation, she was blown up the following month and a quantity of her wreckage drifted ashore on Nantucket.

September 12th, fishing schooner "Benjamin Smith," Capt. Sol. Jacobs, stranded on the bar at midnight. Coskata life-saving crew went to her the following day, but were unable to float her. She was hauled off late in the evening by revenue cutter Acushnet, which had been summoned to her assistance.

December 19th, six-masted schooner "Mertie B. Crowley," coal-laden, stranded on Tuckernuck shoal. Steamer Petrel and a number of tugs went to her assistance and after lightering her, she was float-

ed on the 21st. One month later she went ashore near Marthas Vineyard and became a total loss.

December 25th, three-masted schooner "Belle Halliday" left here in the early morning, bound to Philadelphia with a cargo of railroad iron, and grounded on Coatue flats. During a severe storm and extreme high tide the following day she floated and drove across the channel to Brant Point. She was lightered of part of her cargo and after working on her about a month by steamer Petrel and a gang of wreckers, she was hauled off uninjured January 16.

1910.

January 24th, schooner "S. G. Haskell," lumber-laden, stranded on Handkerchief shoal. A considerable portion of her cargo was saved and brought in to Nantucket and sold at auction. She was stripped of rigging and part of her cargo and hauled off by a tug February 22. She was bound from Brunswick, Ga., to Portland, Maine.

April 28th, schooner "Nettie B. Dobbins," Small, of and for Machias, Me., from New York with a cargo of lime, broke from her anchorage outside the bar, drove into shoal water and stranded opposite the water works, with the sea breaking over her. Her boat was torn from the davits and swept away. Two men could be discerned on board and steamer Petrel, with a volunteer crew, went to the rescue. Steaming as near as was prudent, she sent a boat manned by two of her crew, who took off the men. They proved to be brothers, one the captain and owner of the vessel, and comprised her entire crew. She was an old vessel and was blown up the following June.

April 26th, four-masted schooner "Eleanor F. Bartram," from Sabine, Texas, for Boston, with yellow pine, stranded on Cross Rip. She was hauled off by U. S. cutter Acushnet.

May 2d, three-masted schooner "Minnie Slauson," lumber-laden, stranded on Cross Rip. The crews of Coskata, Muskeget and Madaket life-saving stations went to her assistance, also revenue cutter Acushnet. As she was leaking badly the Madaket crew remained aboard while she was towed to Vineyard Haven, to assist at the pumps, and returned on the steamer next day.

May 16th, fishing steamer "Waquoit" of this port, in passing through Smith's Point opening, grounded on a shoal, rolled over and filled, the water putting out her fires and leaving her at the mercy of a high sea that was running. She was observed from the Madaket life-saving station, whose crew went to her assistance, aided in pumping and bailing her out, floated her and got a fire started under her boiler. Steam was gotten up and she started for New Bedford, but finding she could not be kept afloat to reach that port, she was headed for the Vineyard and beached at Vineyard Haven, where temporary repairs were made.

June 4th, a disabled motor-boat, with a young man named Peter Larson the sole occupant, was dashed ashore on the north side of Coatue. He was bound from Amesbury to New York, and shortly after rounding Highland light the propeller broke and he was swept along at the mercy of wind and waves, which broke into the small craft frequently, necessitating constant bailing. He was sighted from Coatue by Leander and Asa W. Small, who assisted him to land and secure the boat from further injury. He was completely exhausted, having been buffeted about by the waves without rest or food for forty hours.

September 29th, four-masted schooner "William B. Palmer," Jenssen, from Newport News for Bangor with 2700 tons of coal, struck on Davis Bank, east of Rose and Crown Shoal, during a dense fog in the afternoon. The crew of eleven men stayed by her five hours, then, as she commenced to break up, took to their long boat, and after rowing all night, reached the Round Shoal lightship, whence they were taken to Hyannis next day in the lightship tender.

December 16th, three-masted schooner "Thomas B. Garland," Capt. E. C. Wallace, of Portsmouth, N. H., bound from South Amboy to Salem with a cargo of coal, broke from her anchorage under Handkerchief shoal and drove ashore on Great Point, midway between the lighthouse and Coskata life-saving station, about 2.30 o'clock in the morning. Her crew were taken off by the station crew, who went to their rescue in their life-boat in the teeth of a howling gale and intense cold. After several ineffectual attempts by tugs to haul her off, steamer Petrel contracted to lighter and float the vessel, which was accomplished on the 29th, when revenue cutter Acushnet towed her to the Bar and she was brought in and docked by the Petrel. She was subsequently taken to New Bedford for repairs and sold to Vineyard Haven parties.

December 16th, three-masted schooner "Mollie Rhodes," Dobbin, of and for Vinal Haven, Me., with a cargo of coal from New York, struck on Round Shoal and sank. Her crew of six were probably lost.

December 30th, schooner "Julia A. Berkele," light, at anchor in the harbor, dragged ashore at the mouth of the Creeks. She was floated the following day, but immediately went ashore south of Commercial wharf. She was gotten off January 5, uninjured.

1911.

March 23d, coal barge "Stonington," Dawes, the stern barge of three in tow of a tug, sprang a leak in the sound. After vain attempts to signal the tug, as their vessel was sinking rapidly, the crew of four men took to the life-boat near Handkerchief lightship. The captain perished soon after leaving, and a little later one of the crew

died. The boat with the two dead bodies and the two survivors, one of them (the captain's son) delirious, was washed ashore on Great Point in the afternoon, where the survivors were cared for at the light-house and Coskata station notified. The life-savers took charge and brought all to town next day. The captain of the tug discovered the plight of the barge soon after her crew left, and anchoring the rest of the tow, started with her for port, but she soon sank in twelve fathoms of water. Had the crew remained on board, all would have been saved.

July 28th, schooner "Nokomis," Pettipard, sword-fishing on the shoals south of Nantucket, foundered during a severe storm and gale. One man was swept overboard and lost. The remaining eight escaped from the vessel in two dories. One containing the captain and three men capsized and all were drowned. Those in the other boat were rescued by a fishing smack. The dory from which the four men were drowned was picked up later and found to have been rammed by a swordfish, the broken sword remaining imbedded in the boat. The manner in which it was broken off led to the belief that the occupants had fought with the great fish for their lives and hacked the long bony weapon in two.

August 19th, two-masted schooner "Minnie," of Halifax, N. S., coal-laden and abandoned, was boarded several miles off Great Point by Coskata life-saving crew, who found her leaking slightly with three feet of water in the hold, sails adrift and anchors gone. Revenue cutter Acushnet was signalled and towed the vessel in around Great Point, when it was deemed advisable to beach her to prevent her sinking. The next morning steamer Petrel with a wrecking crew and a powerful steam pump aboard, took possession of the vessel, pumped her out, and the following day towed her into the harbor with her cargo intact. Nothing was heard regarding the missing crew of the Minnie for several days, and hope of their safety was about abandoned, when word came from Portsmouth, N. H., that the five-master Dorothy Palmer had reached there with the crew of the Minnie on board, they having gone aboard the Palmer when their own little schooner was abandoned. The Minnie was bound from Elizabethport for Canso, N. S., had anchored in the sound during a blow, parted both chains and was drifting toward Great Round shoal when they left her.

November 17th, three-masted schooner "Charles H. Wolston," Macauley, of Bath, Me., from Port Johnson for Boothbay, with 743 tons of coal, broke from her anchorage under Handkerchief Shoal and drove on to Great Point Rip early in the morning. Her crew of six men were rescued by the crew of Coskata life-saving station, after a four hours' battle in a raging sea, the shipwrecked men being taken from the rigging in an exhausted condition, having been lashed there

six hours. The vessel went to pieces. The previous afternoon the Coskata crew hauled their surf-boat out to the end of Great Point, having sighted a vessel about four miles north-northwest from the lighthouse, which was flying signals of distress. The conditions were so bad, however, that they could not make a launching. The crew from the Monomoy station succeeded in reaching the vessel, which was later taken in tow by revenue cutter Acushnet, with anchors gone and sails torn, and taken into Vineyard Haven. She was found to be the schooner "Ella Clifton," which had anchored near the "Wolston" and broke adrift some hours earlier.

1912.

January 14th, three-masted British schooner "Beaver," from Bridgewater, N. S., to New York, lumber laden, struck on Bass Rip in the morning. She was boarded by a volunteer crew from Siasconset in the Humane Society's boat, who took off the crew and had started for shore when steamer Petrel hove in sight and they put back. When the Petrel arrived she succeeded in hauling the vessel off and towed her to Vineyard Haven, the volunteer crew remaining aboard, as she was full of water and only buoyed up by the lumber.

February 12th, coal barges "No. 7" and "No. 16," of the Consolidated Coal Co., in tow of steamer Charles Myer, were broken adrift by the ice and forced ashore on Great Point. Both crews were taken off by tug Anderson. "No. 7" was floated by tugs on the 15th, after jettisoning part of her cargo, and towed to Vineyard Haven and No. 16 was hauled off the following day.

February 12th, three-masted schooner "Ralph M. Haywood," in the ice very near Great Point, and gradually being forced ashore, was extricated from her perilous situation by revenue cutter Acushnet.

August 27th, fishing schooner "Shenandoah," of Boston, collided with the six-masted schooner "Addie M. Lawrence" of Portland, near Great Round Shoal, during a dense fog in the early morning and sank shortly after. The crew were saved and landed at Vineyard Haven. As the sunken craft was a menace to navigation, she was blown up September 7th. [See June 29, 1908.]

August 28th, two-masted schooner "Julia A. Berkele, lumber-laden and water logged, with foresail gone, was boarded off Siasconset by the Surfside life-saving crew about 8 o'clock in the morning. Shortly after steamer Petrel arrived and took her in tow, the station crew leaving her off Sankaty. She towed heavily and the Petrel was unable to make the harbor that night, so beached her in the chord of the bay. Several days later she was brought into the harbor and her cargo discharged into schooner E. C. Gates for shipment to Pawtucket, R. I., whence the Berkele was bound, though for several years she

had been making frequent trips to Nantucket. [See December 30, 1910.]

September 7th, schooner "E. C. Gates," with the cargo of lumber taken from schooner Berkele, in attempting to sail out of the harbor en route for Pawtucket, was swept out of the channel and went ashore at full high water. She was floated a couple of days later and proceeded.

November 6th, 38-foot motor-boat "Florence IV," from Boston bound to New York, brought up high and dry on the beach at Great Point at 7.30 o'clock in the evening. There were three men aboard who thought they were heading into Vineyard Haven harbor, having mistaken Great Point and Sankaty lights for the lights on East Chop and West Chop, Marthas Vineyard. Their compass was 8 points out and they had been swept off their course by the strong tide. The men were sheltered for the night at Coskata life-saving station and early Thursday morning steamer Petrel pulled the boat off the beach and towed her in to the harbor. She was hauled on the ways, when it was found her rudder post was broken and she had sustained some minor injuries.

1913.

June 8th, four-masted schooner "Frances M.," from Jacksonville, Fla., for Bath, Me., with a cargo of lumber, grounded on Cross Rip during a heavy fog. She was hauled off the following day by U. S. revenue cutter Acushnet.

June 17th, two-masted schooner "Regina," of and from Machias, Me., bound to Wareham with a load of lumber, struck on Great Point rip at 3.30 o'clock in the morning. A wireless message was sent to revenue cutter Acushnet at Woods Hole and at 10 a. m., aided by the Coskata station crew, she hauled the vessel off apparently uninjured.

August 2d, dredger "Tiger," with a string of mud scows, in tow of tugs "Gaspee" and "William H. Gallison," left Nantucket in the early evening, bound for Mystic. In an attempt to cross Tuckernuck shoals instead of following the regular channel, the whole outfit grounded during the night. They were hauled off two days later by revenue cutter Acushnet, assisted by the crew of Muskeget life-saving station.

Sepember 20th, five-masted schooner "Helen W. Martin," from Boothbay, Me., bound for a coal port, light, went ashore on Hawes Shoal in a heavy northeast wind and thick weather. She was boarded by Muskeget life-saving crew the following day, but in the meantime revenue cutter Acushnet had arrived and late in the afternoon succeeded in hauling her off.

October 14th, two-masted British schooner "Georgie Pearl,"

Naufstaf, from Elizabethport for Liverpool, Nova Scotia, with 230 tons of coal, anchored off Low Beach and hoisted signals of distress. She was boarded in the afternoon by Surfside life-saving crew. She had been buffeted about among the shoals for hours by the gale, had lost her sails and was leaking. Night coming on and the storm increasing, her captain feared the vessel would founder before morning, so he decided to abandon her. The crew of five men were taken aboard the life-boat and sheltered at the station, intending to board their vessel again when the weather moderated, if she remained afloat. The gale continued through the following day, however, but subsided towards evening, when Levi Jackson, of Edgartown, who was in port with his auxiliary sloop Priscilla II, started for the vessel and took her in tow for the Vineyard. When he went by Surfside with the prize, the schooner's crew were taken off by the life-savers, but Jackson had possession and would not let the captain and his men aboard, continuing the trip westward and reaching the Vineyard the following morning. He was subsequently awarded $1,400 salvage.

November 1st, schooner "Annie M. Parker," Capt. Vincent Nelson, of the Gloucester codfishing fleet, struck on Rose and Crown Shoal in the early morning. Fearing she would go to pieces her crew of fifteen men abandoned her late in the afternoon in four boats, four others being smashed or swamped in the endeavor to launch them. Three of the boats, containing eleven men, after drifting helplessly about through the night and being carried by the tide within five miles of Sankaty, were picked up 30 miles off shore the next forenoon by schooner Tilton, bound from Jacksonville, Fla., to Portland, with a load of lumber. One man, the cook, meantime had been washed out of one the boats and drowned. The fourth boat, containing the captain and three men, disappeared in the darkness and was never heard from. Had the crew remained on board all would have been saved, for the vessel subsequently worked off the shoal and was sighted two days later sailing wildly about by steamer Astrakhan of Liverpool, bound to Dunkirk, which put two men aboard, anchored her about a mile from Nantucket lightship and proceeded on her voyage. Later revenue cutter Gresham, which had been notified, arrived on the scene and towed the vessel to New Bedford.

November 28th, four-masted coal-laden schooner "Maud Palmer" was crippled while at anchor near Great Point, by being struck by two schooners. She was towed to Portland next day by the revenue cutter Androscroggin. The Palmer lost her jib-boom and head gear, the yawl and davits were carried away and her stern was damaged.

1914.

January 12th, coal barge No. 788, belonging to the Lehigh Valley Co., with a crew of three men, which, with two other barges, was

being towed up sound by one of the company's tugs, parted her hawser near Cross Rip at night. Her anchor was dropped, but failed to hold and she drove before a fierce northwest gale across the sound and down to the Chord of the Bay, where she was discovered at daybreak by the crew of Coskata station drifting helplessly toward the shore. Ice was making rapidly and a fierce sea was running, rendering futile their attempts to launch the surf-boat until late in the afternoon. Then the boat was taken to Coatue, where conditions were more favorable and they succeeded in breaking through the ice and reached the vessel, taking off the men and landing them on Coatue. Meantime a party of fishermen went up on the inside of Coatue, took the shipwrecked men, who were frost-bitten and in need of clothing, from their rescuers and brought them to town, while the life-savers returned to their station. The following evening (January 14th) a party of boatmen went out in Stanley Morin's power-boat, boarded the barge after a difficult trip and were kedging her off next morning when tug Irvington, from which she broke adrift, came after her. A deal was made with the agent on board and the barge was given up to the tug, which steamed westward with her to rejoin the rest of the tow.

February 2d, five-masted schooner "Jane Palmer," at anchor near the Handkerchief shoal, and about six miles from Coskata life-saving station, was run into by schooner Frontenac and stripped of bowsprit and headgear. The station crew went aboard and rendered assistance until the arrival of revenue cutter Acushnet, when the captain telegraphed for a tug to take the vessel in tow.

February 2d, two-masted schooner "Ida," bound to this port with a cargo of coal, attempted to make the harbor after sundown, but mistook Sankaty light for that on Brant Point and narrowly escaped running ashore in the Chord of the Bay. She was sighted a short way off heading for the beach by the patrol, who flashed his signal light, then telephoned the station and the crew came to her assistance in their power boat. The wind died out, and lacking sufficient power to tow the heavily loaded vessel, the station boat ran in to the harbor, aroused the crew of a fishing sloop in the middle of the night, and with her added power succeeded in towing the vessel in.

July 11th, five-masted schooner "George P. Hudson," Capt. John Thomas, of and for Boston from Philadelphia, with a cargo of coal, was run into and sunk off Great Round Shoal, about 10 o'clock at night during a dense fog, by steam collier "Middlesex," of and from Boston, bound to Norfolk, Va., light. The Middllesex was an iron steamer and her prow cut deep into the wooden vessel just abaft her forecastle, the impact causing her gasoline tank to explode, ripping her wide open. The blow and explosion sent two of her masts,

"SO STATELY HER BEARING, SO PROUD HER ARRAY!"
Schooner George P. Hudson, "snapped" by H. B. Turner from steamer Sankaty as she passed in the sound, July 11, 1914, at 4 p. m. Six hours later, the Hudson lay a shattered wreck at the bottom of the ocean off Round Shoal.

Section of the George P. Hudson that washed ashore at Quidnet.

with sails and rigging, tumbling to the deck in a litter and she sank in two minutes. Owing to the thick weather most of the crew were on deck. Of four men below, one was killed in his berth by the collision and his body hurled aloft by the explosion and into the sea. A second gained the deck and was crushed by a falling mast. The other two rushed on deck and leaped overboard. At the moment of the collision a boat was cut from the davits and two or three got into her. The rest of the crew jumped into the sea and clung to pieces of wreckage until picked up by boats from the Middlesex. Capt. Thomas refused to leave the vessel and went down with her. About a week later his body washed ashore on Cape Cod. The Middlesex, with nine survivors aboard, returned to Boston, slightly damaged. During a severe northeaster in the early fall the sunken vessel broke up and a large section drove ashore high and dry at Quidnet. Later, during a heavy storm it was swept along to the northward and deposited on the beach near Squam pond, where it now lies (April, 1915.)

Jnly 26th, fishing schooner "Evelyn Thompson" went aground in the shoal water off Tuckernuck in the night during a dense fog. She was hauled off the following day by revenue cutter Acushnet, apparently uninjured, and towed up sound.

August 23d, Italian barkentine "Beatrice," from Genoa for Gloucester, with a cargo of salt, ran on to Bass Rip in the morning. She was boarded in the afternoon by a volunteer crew from Siasconset in the Humane Society's boat. The ship had been 65 days on the passage and had not discovered any signs of land in approaching this coast nor seen the South Shoal lightship, owing to thick weather, and the captain did not know he was in a dangerous locality until he brought up on the rip. The ship floated from the shoal just as the 'Sconseters arrived and dropped anchor in deep water between the two rips, where she remained until a tug came down from Boston and took her in tow next day.

October 24th, fishing schooner "Anna" anchored under Sankaty Head for the night, parted her moorings unknown to her crew and was cast ashore high and dry on 'Sconset beach at daylight next morning, directly in front of the Beach House. Members of her crew jumped ashore and sent a message to the cutter Acushnet, asking for assistance. The cutter came down in the afternoon, and, favored by an offshore wind and smooth sea, succeeded in pulling the smack off the beach, uninjured. The fare of fish which the Anna had on board was thrown on to the beach and brought to town by team.

December 5th, six-masted schooner "Alice M. Lawrence," Wormell, from Portland, Me., to Norfolk, Va., light, stranded on Tuckernuck Shoal in the early morning. When her predicament was discovered at daybreak the life-savers from Madaket and Muskeget stations started to her assistance, but the former were obliged to put

back, as their motor gave out. Tugs and barges were sent to her assistance and for some days her owners were sanguine of getting her off. Investigations, however, revealed the fact that she had run on to a sunken vessel loaded with paving stones and "broken her back." All hope of saving her was therefore abandoned and efforts were confined to stripping her thoroughly. These operations lasted several weeks, a tug, two lighters and a gang of thirty-eight men being employed. Everything of value has been removed, leaving only the dismantled hulk which now looms up on the shoal, (April 1915) a conspicuous object for many miles. The Alice M. Lawrence is the largest vessel ever wrecked in this vicinity. She was 305 feet long and 48 feet beam, 3,132 gross tons and was one of the few six-masters afloat. She was built at Bath, Me., in 1906, and was valued at about $200,000. The sunken vessel on which her hull rests is the French Van Gilder, wrecked March 29th, 1885.

1915.

February 12th, five-masted schooner "Mary F.Barrett" of Bath, Me., bound to Norfolk, Va., in ballast, mistook lights passing through the sound in the night and stranded on Norton's shoal. She was boarded by the Muskeget life-saving crew next day, who notified revenue cutter Acushnet, which later succeeded in hauling her off the shoal.

March 29th, gasoline boat "Jessie" of this port, owned by George Greenwood and George W. Rogers, while engaged in dredging for quahaugs near the Bar, caught fire from escaping gasoline and in a moment was a roaring furnace from stem to stern between decks. Other boats of the quahaug fleet noticed her predicament and hastened to the rescue. The "Tango" and "Gem" took the burning craft in tow and succeeded in beaching her on the outside of Coatue, where the fire burned itself out, leaving nothing but a charred hull. The three men on board were able to save only a few of their belongings, the fierce fire preventing them from going below, but everything that was moveable in the house and on deck was taken ashore when the boat was beached and before the fire had completed its work.

April 15th, two three-masted vessels, the "George E. Klinck," bound from Long Cove, Me., for New York, with a cargo of stone, and the "Roger Drury," bound from St. John, N. B., for City Island, with a cargo of laths, struck on Hawes shoal, in Nantucket sound, during heavy weather in the night, the latter being ashore only a short distance outside of Cape Poge. The crew from Muskeget station boarded both vessels early in the morning and later the coast guard cutter Acushnet came down and succeeded in floating the "Klinck." The "Drury" remained fast until the 17th, when a wrecking outfit from New London succeeded in floating her, after lightering several hundred bundles of laths.

SIX-MASTED SCHOONER ALICE M. LAWRENCE

Wrecked on Tuckernuck Shoal, by running on to sunken Schooner French Van Gilder loaded with granite paving blocks.

Photo copyright 1914, H. B. Turner.

APPENDIX.

Awards to Nantucket Men by the Massachusetts Humane Society.

The following list of awards by the Massachusetts Humane Society to citizens of Nantucket are, with a single exception, for rescues from perils of the sea, and in all but four instances for efforts in behalf of ship-wrecked mariners whose rescue has often been effected through extraordinary hardship and risk of life:

For rescuing crew of Brig "Mariner," wrecked on Nantucket Bar, October 15, 1845:

Capt. Heman Eldredge—Gold Medal.

George Fisher, Joseph Perry, Hiram Fisher, Jesse Eldredge, William Patterson—Silver Medal each.

Capt. Eben Gould—Gold Medal.

Moses Hamilton, Theophilus Key, John Hall, Henry Young, Meltiah Fisher—Silver Medal each.

For rescuing crew of Bark "Forest Prince," wrecked near Long Pond, December 24, 1852:

David G. Patterson, Joseph S. Patterson—$10.00 each.

Davis Hall, Alexander B. Dunham, Daniel T. Dunham, James C. Dunham, William R. Forbes, William Swan, Frederick A. Dunham, Joseph Fisher—$5.00 each.

For rescuing crew of Brig "Brazillian," wrecked near Muskeget, December 15, 1856:

Alexander B. Dunham, George W. Dunham, Frederick A. Dunham, John F. Ramsdell, Edwin R. Smith, Gustavus Smith—$15.00 each.

David G. Patterson, William Patterson, Joseph S. Patterson, Watson Burgess, Davis Hall, Moses Hamilton—$10.00 each.

Daniel T. Dunham, James C. Dunham, Isaac P. Dunham, John B. Brooks, George B. Coffin—$7.00 each.

For rescuing crews of Schooner "Susan & Mary" and Schooner "Sarah," wrecked on Bar, March 30, 1859:

David G. Patterson, Joseph Perry—$8.00 each.

Joseph S. Patterson, Davis Hall, Benjamin Long, William R. James, Jesse Eldredge, Alexander B. Dunham, Watson Burgess, Loring A. Dunham, Daniel Russell, George W. Holmes, William J. Burgess, George Marvin—$5.00 each.

For rescuing crew of Schooner "Nevis," wrecked on Great Point, October 11, 1860:

Alexander B. Dunham—$10.00.

Joseph S. Patterson, George W. Dunham, Davis Hall, Frederick A. Dunham—$8.00 each.

W—— Burgess, Calvert Handy, Elijah Luce—$4.00 each.

For rescuing crew of Brig "May Queen," wrecked at Low Beach, December 2, 1861:

David G. Patterson—$10.00.

Alexander B. Dunham, David Bowen, George H. Dunham, Edward Austin, Loring A. Dunham, David B. Andrews—$7.00 each.

Watson Burgess, Joseph Hamblin, William D. Ellis—$2.00 each.

For rescuing crew of Schooner "Volant," stranded on the Bar, December 8, 1863:

Alexander B. Dunham, Frederick A. Dunham, Loring A. Dunham, David B. Andrews, Joseph Perry—$5.00 each.

For rescuing crew of Schooner "Odessa," waterlogged in Sound, December 11, 1863:

Alexander B. Dunham, George W. Dunham, William J. Burgess, Loring A. Dunham, John H. Dunham—$2.50 each.

For rescuing the captain of Schooner "Eveline Treat," wrecked on Miacomet Rip, October 21, 1865:

Frederick W. Ramsdell—Silver Medal.

For rescuing crew of Schooner "Mary Anna," wrecked on the Bar, February 4, 1871:

Alexander Fanning, Joseph P. Gardner, Isaac Hamblin, George A. Veeder, Henry C. Coffin, William M. Bates, James A. Holmes, Stephen Key—Silver Medal and $10.00 each.

For rescuing crew of Schooner "Mary H. Banks," wrecked near Smith's Point, October 29, 1871:

Thomas F. Sandsbury, Joseph Fisher—$15.00 each.

Henry C. Coffin, James G. Smith, Isaac P. Dunham, John S. Appleton, Jr., John P. Coffin, Valentine Small, Warren F. Ramsdell—$10.00 each.

For descending into a cistern and rescuing George E. Mooers, a plumber who had become asphyxiated, September 15, 1874:

Horace Cook—Bronze Medal.

For rescuing William Henry, blown off-shore in a dory from Quidnet, May 11, 1874:

Alexander Bunker, Joseph Fisher, Charles S. Norcross, William H. Norcross, John B. Norcross, Oliver C. Chadwick, Frank P. Chadwick, Joseph Francis, Washington I. Chase—$4.00 each.

For boarding in a dense fog a Man-of-War in Muskeget Channel firing guns for assistance, and extricating her from her dangerous position, in the summer of 1876, two boats' crews:

Thomas F. Sandsbury, Isaac P. Dunham, George Huxford, James G. Smith, Theodore Ames, John Smith, Eben G. Sandsbury, Leander Small, Andrew B. Brooks, Charles B. Brooks, Marcus W. Dunham, Zimri Cathcart—$88.00 total.

For rescuing from drowning Miss Ada B. Robinson and Charles Pollard, August, 1876:

James H. Christian—Bronze Medal.

For rescuing crew of Schooner "William Capes" sunk on Tuckernuck Shoal, October 1, 1876:

George Huxford, James G. Smith, Isaac P. Dunham, John B. Brooks, Charles B. Brooks, Andrew B. Brooks, George B. Coffin, Henry C. Coffin, Theodore Ames, Wallace Dunham—$5.00 each.

For rescuing crew of Schooner "John Farnum," wrecked on Tuckernuck, March 29, 1878:

Thomas F. Sandsbury, James G. Smith, James C. Sandsbury, George B. Coffin, Andrew B. Brooks, John B. Dunham, Marcus W. Dunham—$20.00 each.

For rescuing the survivors from Schooners "Emma G. Edwards," "J. W. Hall" and others, wrecked in the vicinity of Tuckernuck and Muskeget, April 1, 1879:

Thomas F. Sandsbury—Silver Medal and $25.00.

James C. Sandsbury, Henry C. Coffin, George E. Coffin, Andrew B. Brooks, John B. Dunham, Marcus W. Dunham, Edwin R. Smith —$25.00 each.

For rescuing crews of Schooners "Andrew H. Edwards," "Convoy" and other vessels, wrecked in the vicinity of Tuckernuck and Muskeget, April 1, 1879:

Isaac P. Dunham, George B. Coffin, Nathan Fish, Arthur C. Folger, Joseph A. Hendricks,—$15.00 each.

For rescuing crew of Schooner "R. Baker, Jr.," wrecked on the Bar, October 5, 1881:

John B. Norcross, Joseph M. Folger, Jr., Asa F. Meiggs, Benjamin F. Morris, Oliver C. Chadwick, Leander Small—$10.00 each.

For rescuing crew of Schooner "Alice Oaks," wrecked off Capaum Pond, April 30, 1885:

Alexander C. Swain, Joseph P. Gardner, George H. Hamblin, John Hamblin, Henry Fisher, Washington I. Fisher, George E. Orpin, Charles Taylor, Everett Swain, William R. Morris, Everett Coffin, Wallace A. Eldredge, Philip L. Holmes—$5.00 each.

For rescuing crew of Schooner "Lucy Jones," stranded on the Bar, December 22, 1887:

Warren F. Ramsdell, John G. Orpin, Horace B. Cash, Charles G. Coffin, James M.Ramsdell, Joseph P.Gardner, James A. Holmes, Arthur C. Manter, William M. Bartlett, James Kiernan, David H. Eldredge, Leander Small, George E. Orpin, Samuel P. Winslow, Edward W. Folger, John P. Taber—$3.00 each.

For assistance rendered U. S. Life-Saving Crew who rescued 21 persons with the breeches buoy from Ship "Antoinette," stranded on Tuckernuck, January 27, 1889:

Robert K. Dunham, James C. Dunham, Elbert Dunham, Arthur P. Dunham—$5.00 each.

For rescuing crew of Schooner "Vulcan," wrecked on the Bar, October 23, 1891:

John P. Taber, John Williams, Joseph P. Gardner, Horace C. Orpin, B. Chester Pease, William Hendrick, John P. Coffin, Alonzo Fisher, Daniel W. Folger, Patrick Robinson, Everett James, Charles W. Cash—$3.00 each.

For rescuing sole survivor of Schooner "St. Elmo," sunk on Rose and Crown Shoal, April 2, 1898:

James A. Holmes, Horace Folger, James P. Coffin, Horace C. Orpin, Octavus W. Lewis, Arthur McCleave, Manuel Sylvia, Asa F. Meiggs, Charles S. Glidden, Leander Small, Edward H. Rose, John P. Taber—$2.50 each.

For rescuing Marcus E. Howes, a member of Coskata Life-saving Station, whose dory was caught in the ice in the harbor, and he in danger of perishing, February 6, 1901:

William H. Norcross—$10.00.

Charles G. Coffin, James A. Backus, John P. Taber, Manuel Thomas, Robert Mack, Timothy M. Dunham, 2d, William Sylvia, John Fish, Charles Williams—$5.00 each.

For rescuing three men from an overturned sailboat near the Bar, August 22, 1903:

Arthur I. Weeks, *Henry O. Underwood, *George L. Huntress, Jr., *Orrin G. Wood, *Donald C. Scott—Silver Medal each.

*Summer residents.

For rescuing crew of Schooner "Charles Luling," stranded on the Bar, November 18, 1904:

James C. Lumbert, George W. Burgess, Horace C. Orpin, James A. Fisher, James Locke, Obed Glidden, Charles B. Cathcart—$5.00 each.

For boarding a vessel off Siasconset, flying distress signals, and bringing a man ashore for medical aid, November 20, 1910:

Charles C. Morris, James P. Coffin, Roland H. Coffin, Frank O. Holdgate, Albert B. Pitman, Edmund Folger, Arthur C. Folger, Horace Folger—$2.50 each.

For boarding the Barkentine "Beatrice," stranded on Bass Rip, August 23, 1914:

Charles C. Morris—$4.00.

Horace Folger, Roland H. Coffin, James P. Coffin, Edward F. Coffin, George S. Davis, William Egan, Stillman C. Cash, Arthur C. Folger, Harold Folger—$3.00 each.

Special Awards.

In addition to the foregoing, the United States Government, through special acts of Congress, awarded:

For aid to Man-of-War "Alaska," imperiled in Muskeget Channel in the summer of 1876:

Thomas F. Sandsbury, Isaac P. Dunham, George Huxford, James G. Smith, Theodore Ames, John Smith, Eben G. Sandsbury, Andrew B. Brooks, Charles B. Brooks, Marcus W. Dunham, Leander Small, Zimri Cathcart—$500 total.

For rescue of shipwrecked seamen in the vicinity of Tuckernuck and Muskeget, March 31, 1879:

Thomas F. Sandsbury—Gold Medal.

James C. Sandsbury, Henry C. Coffin, George E. Coffin, Andrew B. Brooks, John B. Dunham, Marcus W. Dunham, Edwin R. Smith —Silver Medal each.

For rescue of crew of Schooner "H. P. Kirkham," on Rose and Crown Shoal, by the crew of Coskata Life-saving Station, January 20, 1892:

Keeper Walter N. Chase—Gold Medal.

Surfmen Jesse H. Eldredge, John Lyman, Charles B. Cathcart, Roland H. Perkins, Josiah B. Gould, George H. Flood—Silver Medal each.

In 1863, the King of Prussia, through his official representative, presented to Captain David G. Patterson a heavy silver chronometer watch, suitably inscribed, in recognition of his efficient aid, at the risk of his life, in rescuing the crew of Prussian bark "Elwine Fredericke," wrecked on Great Point Rip, April 21, 1863.

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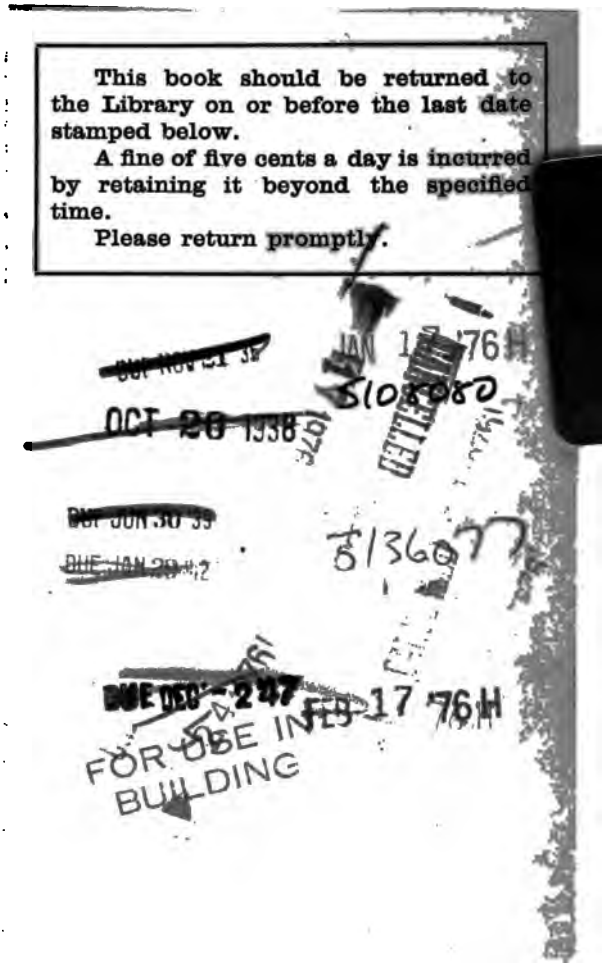

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